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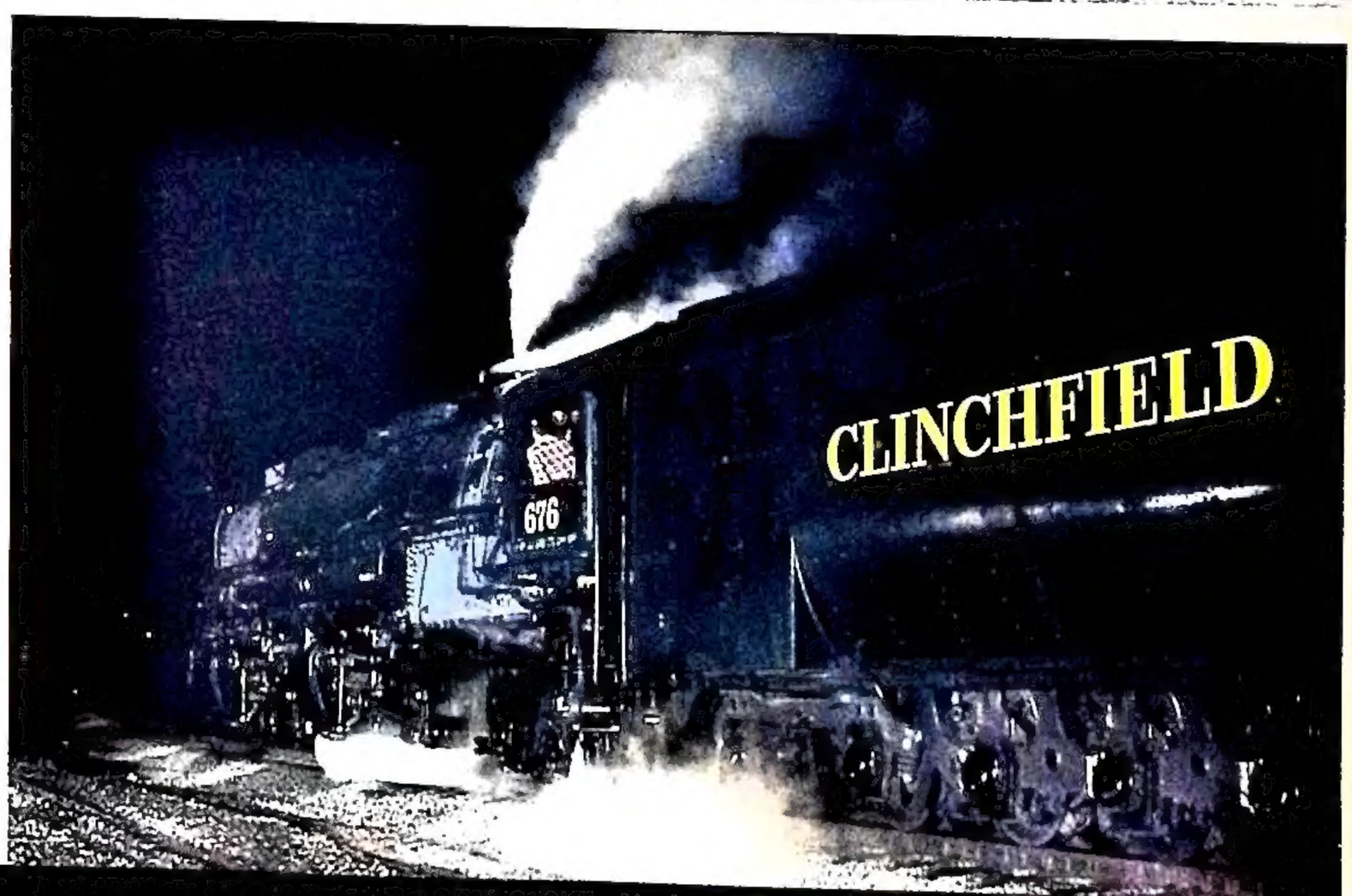

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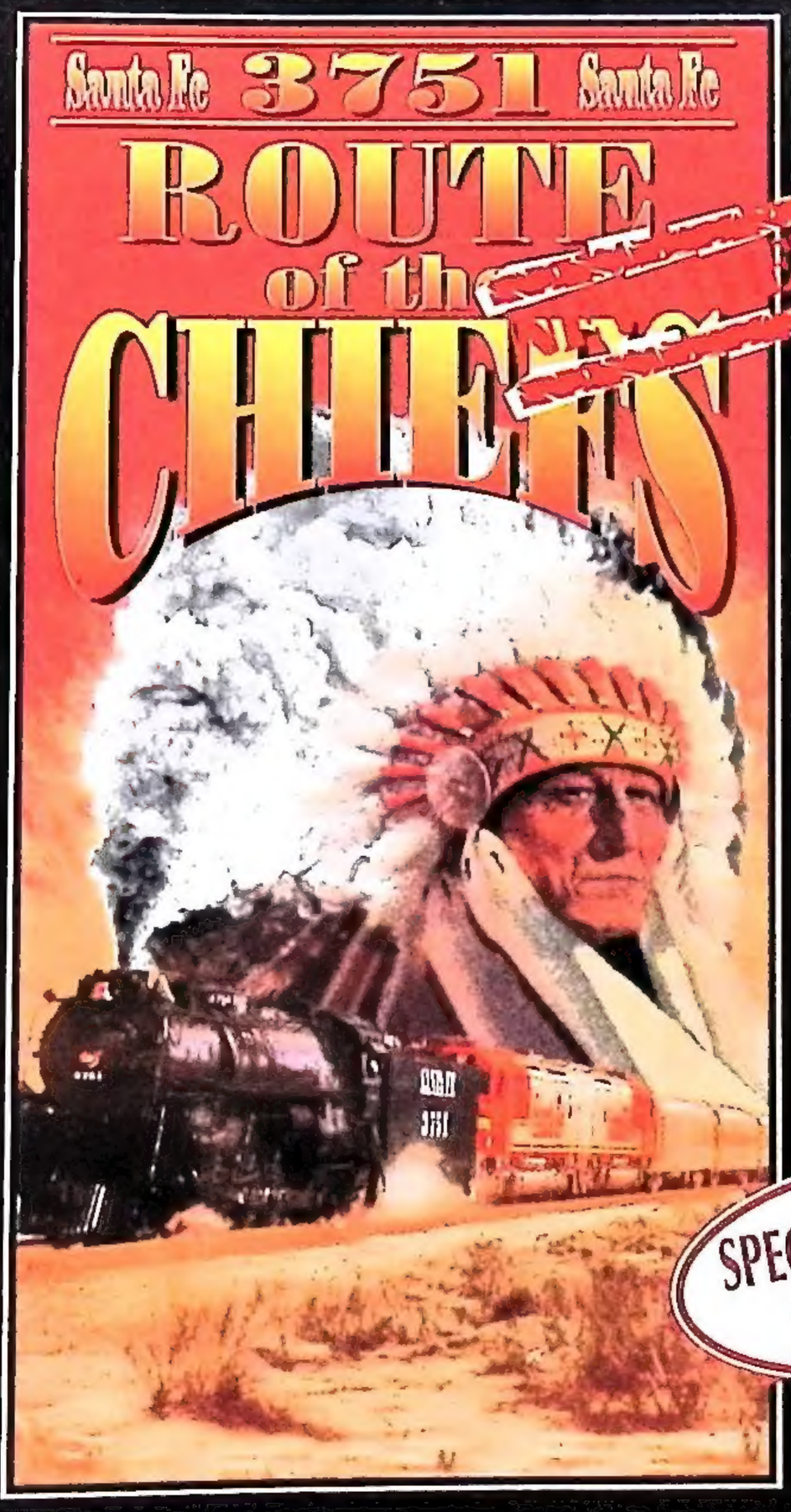

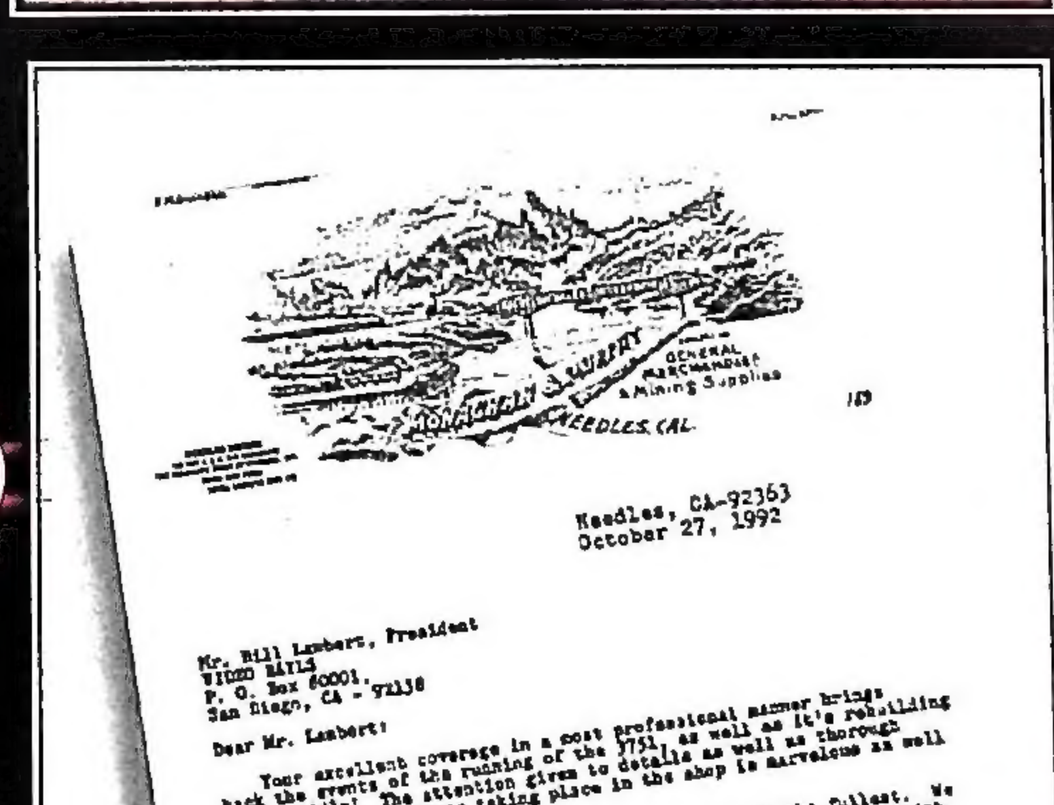
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October 27, 1992
Mr. Bill Lambert, President
VIDEO RAILS
P. O. Box 80001
San Diego, CA - 92138
Dear Mr. Lambert:
Your excellent coverage in a most professional manner brings back the events of the running of the 3751, as well as it's rebuilding most vividly! The attention given to details as well as thorough explanation of what was taking place in the shop is marvelous as well as educational.
My wife, Helen, and I have enjoyed your work to the fullest. We appreciate, very much, your sharing the results of your efforts with us. It truly makes it all the more worthwhile my running of the locomotive 3751, was (and is) a once-in-a-lifetime experience!
We are most grateful for your excellence and generosity, thank you ever so much!
Most sincerely,
Phillipe G. Lambe

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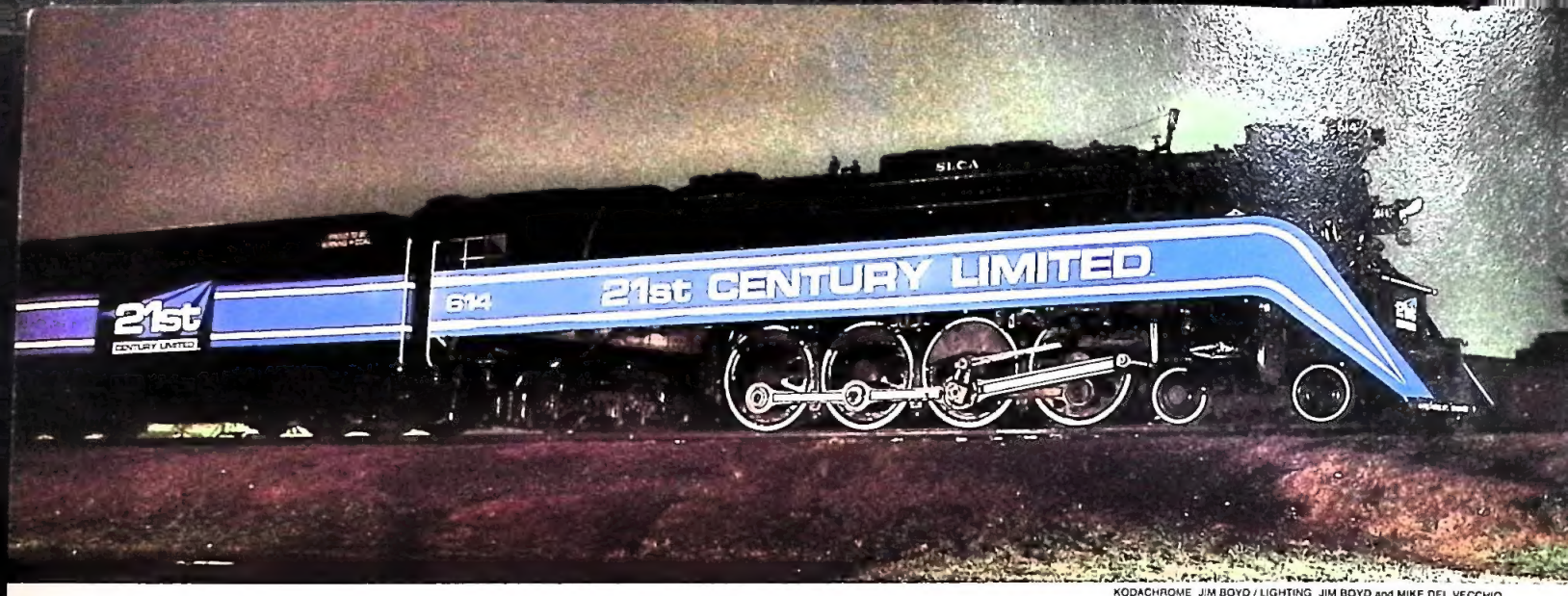

KODACHROME JIM BOYD / LIGHTING JIM BOYD and MIKE DEL VECCHIO

THE "21st CENTURY LIMITED" project decorated ex-C&O 4-8-4 614 in temporary skirting at the B&O Museum for publicity photos on November 12, 1992. See page 38.

Railnews

EDAVILLE 0-4-0T No.3 crossed Commercial Street in Portland, Maine, **(right)** on October 10, 1992, riding on panels of two-foot gauge track. See page 38.

MILWAUKEE ROAD 4-8-4 261 was led by Wisconsin Central GP40 3004 over the St. Croix High Bridge **(below)** while en route from Green Bay to Minneapolis for final restoration on September 22. See page 38.

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From the Publisher's desk: Researching railroads

Readers often ask for detailed information on railroads which have grabbed their interest. The most obvious place to start is by going through back issues of RAILFAN & RAILROAD, bulletins of the R&LHS and NRHS and other railfan publications. This is where an annual index — such as the one in this issue — can be invaluable. Simply check the index for any entries under your railroad's name.

The other "most basic" source of information is *The Official Guide* — which during the late steam era had the officially long name of *The Official Guide of the Railways and Steam Navigation Lines of the United States, Puerto Rico, Canada, Mexico and Cuba*. The *Guide* was published monthly until recent years, and all you need to do is find an issue for the era you're researching. *The Guide* lists timetables of railroads, cities that had depots, military bases, major railroad officials, connections with other railroads, route maps and the equipment found on major passenger trains. *The Official Guide* is now published in two editions, passenger and freight, though pre-Amtrak *Guides* listed both freight and passenger services. Back issues are available through book collectors and can usually be found at very reasonable prices at railroadiana sell & swaps (see TIMETABLE under "Railroadiana Meets." To build a useful research library of *Guides*, try getting copies at ten year (January 1940, January 1950, etc.) intervals as a starter.

The Official Railway Equipment Register lists freight cars owned by railroads, railroad car leasing companies, industrial car owners and the military. You will find details on car numbers, classes of cars, lengths and heights and weights of cars.

Moody's Investor's Service published two fascinating tomes. *Moody's Railroads* lists the railroads, areas served and a rundown of corporate history including mergers, abandonments and acquisitions. Maps of larger systems are shown. Traction buffs will want *Moody's Utilities* listing trolley and light rail lines in similar detail. Check out back issue bookstores for these books, especially stores located in financial districts.

Simmons-Boardman's *Car Builders Cyclopedia* and *Locomotive Builders Cyclopedia* are worth having. In later years S-B combined these into one volume. Some of these have been reprinted, and used editions turn up in the used railroad book field. These books contain locomotives and car plans and ads for equipment manufacturers.

RAILFAN & RAILROAD regularly lists available railroad books in many of the ads.

Don't turn up your nose at the cheaply printed typewritten booklets privately printed by some railfans. These limited editions often contain useful data and illustrations unavailable elsewhere. Clippings of railroad interest from local newspapers are also useful if you file them by railroad or topical interest even if the clippings are not always accurate. Filing folders make the clippings readily accessible.

Some railroadiana book dealers send out catalogs of one-of-a-king used books, public and employee timetables, old railroad brochures and other railroadiana that they're currently offering, sometimes by auction. Some amazing stuff often turns up at very fair prices.

RAILFAN & RAILROAD

February 1993/vol.12 no.2

RAILROAD / founded 1906 / vol. 114 no. 11

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Cover

In October 1992 John Craft conducted "The Ultimate Photo Freight" charter on the Cumbres & Toltec Scenic Railroad with engines relettered RIO GRANDE. The story begins on page 56, and the cover shows K36 pusher 484 easing up to the Cresco water tank on October 12, 1992. Kodachrome by John Craft.

"That's Clinchfield 97, the *Florida Perishable*, ready to leave Erwin," was Ron Flanary's description of the scene of Union Pacific 4-6-6-4 3985 behind the CSX Huntington, W.Va., shop on November 18, 1992. The 3985 had been cosmetically altered to be "Clinchfield 676" to haul the 50th Annual *Santa Claus Special*. The story begins on page 42, with color on page 70. Even on the Santa train itself, CSX and UP kept the 4-6-6-4 as authentic as possible with no Christmas decorations or banners. It was a nice present for the railfans. Kodachrome by Jim Boyd.

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Fanmail

On SAL SDP35 1114

The story with the photo of Seaboard Air Line SDP35 1114 in the November '92 is a little misleading, and I would like to add some additional information about the life and times of 1114.

The SAL 1114 was built in November 1964. It was used on freights and some passenger service, namely, the *Silver Comet* Richmond-Birmingham and Mail Train No.3 Atlanta-Hamlet. In 1967 SAL merged with ACL to make Seaboard Coast Line, and the 1114 became SCL 615. At that time, SCL affixed metal SCL heralds on the nose. The story states that the restored 1114 lacks nose heralds. No SAL road unit, except for Es, Fs and FAs, ever had nose heralds.

The unit was again renumbered in 1974 to SCL 1965. By this time the SDP35s were in limited road service and started to become yard engines. The 1965 was renumbered in 1984 to Seaboard System 4595. The unit worked first at Atlanta and finished up its career at Hamlet. Unit was out of service for eleven months before being donated to the Hamlet group.

The unit was not repainted by CSX as stated, but by a contractor from Raleigh, N.C. Official paint chips and drawings were provided by well-known railfan Warren Calloway of Raleigh.

LON COONE
Pisgah Forest, N.C.

A Cover One hometown

What a thrill to see a familiar sight like your old hometown as the cover winner of the December '92 issue. The GATX "Gators" are rolling past the old Grand Trunk passenger station (now St. Lawrence & Atlantic) at Berlin, N.H., that no longer serves passengers.

I grew up not far from this station and had an unobstructed view of passing traffic in the days when steam was king. I well remember old 734, a 2-6-0 built in 1900, on the head end of the daily way freight locally called "the mix," as well as a passing panorama of Consolidations, Mikados and Pacifics with an occasional Mountain-type from CNR pulling excursions filled with Canadian visitors to Atlantic beaches or American pilgrims to the shrine of St. Anne de Beaupre in Quebec.

It was a red letter day when the circus came to town, especially RBB&B with its 90 cars divided into four sections. Watching the unloading was part of the fun, but watching reloading was not, because it marked the end of a day I wished would never end.

Berlin was, and still is, an industrial town with considerable freight traffic. In my day, raw materials arrived and finished pulp and paper products were shipped out by rail. Brown Company (later acquired by James River Corp.) kept both the GT and B&M busy while the Berlin Mills Railway, an industrial line that is perhaps the oldest in the nation,

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Saturday, February 20, 1993

Hosted by RAILFAN & RAILROAD and *Railpace Newsmagazine*, EastRAIL is a day of professional quality multi-media railfan slide presentations. Scheduled are programs by Ted Benson, Ken Rattenne, Steve Barry, Doug Koontz, Tom Carver and Mitch Dakelman. The doors will open at 10:30 a.m., and shows will begin promptly at 11:00 and run to 7:00 p.m., with an early afternoon lunch break. Chatham High School is at 255 Lafayette Avenue, about one and one half miles from the Chatham station on New Jersey Transit's Morris & Essex Lines. Tickets are available in advance by mail or at the door. Admission is $12.00 for adults and $8.00 for ages 16 and under. Make checks payable to "Jersey Central Chapter NRHS" and mail to:

EastRAIL, P.O. Box 700, Clark, NJ 07066.

Tickets ordered after February 1 will be held at the door for pickup.
After February 1, phone inquiries may be made to the R&R office, weekdays 9am-5pm: 201/383-3355.

shuttled cars among its plants in Berlin and Cascade with up to nine tank-type Baldwins. Steep grades coming out of the Cascade yard sometimes necessitated doubleheaders with a pusher in the rear. Workers in the plants used mostly the Berlin Street Railway to get to their jobs and return home. We always knew that summer was definitely here when open trolleys appeared. On weekends the trolleys would carry picnickers from Berlin and Gorham to a park in Cascade.

Alas, the trolleys are gone, and steam is just a memory except for tourist lines. Many of these fond memories have been reawakened in books authored by Jeff Holt and Phil Hastings on the old GT in New England.

RUSSELL P. DOUCET
Spring Hill, Fla.

From the circus fans

Congratulations to Bruce Nelson on the excellent article on the Baraboo Circus Train in the December '92 issue.

Many of our members participate as volunteers in the loading, operation and unloading of the train. Many others enjoy riding the train as it travels from Baraboo to Milwaukee. Our 1994 convention will be held in Baraboo and will conclude with the loading of the train for its annual trip to Milwaukee.

ROBERT W. McCALL
President
The Circus Fans Association of America
5618 West Encanto Blvd.
Phoenix, AZ 85035

Pennsy's Harris Tower

The Harrisburg Chapter NRHS has purchased Harris Tower and is actively researching the history of the historic building. We would very much appreciate hearing from anybody who has information or photographs of the building from the 1930s through the 1960s. Please contact Matthew Loser at 717/533-5094 or at the address below.

MATTHEW LOSER
Secretary
Harrisburg Chapter NRHS
14 Brookside Ave.
Hershey, PA 17033

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

BLOOMINGTON, ILLINOIS, through May 1993. McLean County Historical Society's museum exhibit "What's that coming down the line? The Railroad in the American Mind." Also special events, photo contest, films and a concert. Exhibit open Monday through Saturday 10am-5pm, until 9pm on Tuesdays. Admission $2, Tuesdays free. Contact: Mike Matejka, McLean County Historical Society, 200 N. Main Street, Bloomington, IL 61701, 309/827-0428.

THE *RENO FUN TRAIN* weekends January 15-March 26. Consist of twelve Amtrak Superliner and Santa Fe hilevel coaches plus private car *Native Son* departs Oakland, California, 16th Street Station at 6pm Fridays with stops at Richmond,

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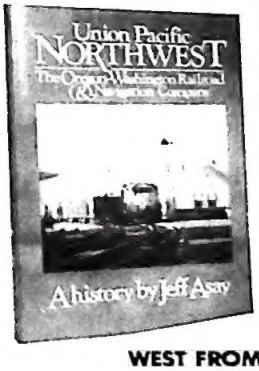

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BOSTON, MASSACUSETTS, January 23. "Snowflake Special" excursion to the Berkshires. Depart 8am, return 8pm. Choice of sleigh rides, tour of historic Deerfield or "mountain railroading" to Albany. Fares, including lunch and one activity: adult $60, ages 5-16 $45, under 5 in lap sharing meal with adult free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486 or phone: 617/361-4445.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following luxury rail tours out of Oakland, California, aboard open observation car *Virginia City* and ex-*Super Chief* dome *Plaza Santa Fe*, coupled behind regularly-scheduled Amtrak trains. Fares shown are for one-way/round trip, and include all meals and drink.

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May 8-9, San Luis Obispo and Los Angeles. $129/$199 (S.L.O.); $199/$299 (L.A.)

CHATHAM, NEW JERSEY, February 20. **EastRAIL '93** multimedia slide presentations at Chatham High School, 255 Lafayette Avenue. Professional quality dual projector slide/sound presentations by top photographers. Included will be programs by Tom Carver, Ken Rattenne, Steve Barry and Doug Koontz, a 3-D show by Mitch Dakelman and feature presentation by Ted Benson on SP's sugarbeet trains. Hosted by R&R and *Railpace* magazines and sponsored by the Jersey Central Chapter NRHS. For times, ticket price and details, contact: JCRHS EastRAIL, P.O. Box 700, Clark, NJ 07066 (SSAE, please).

STOCKTON, CALIFORNIA, March 6. **Winterail '93** Railroad Photography Exposition and Railroadiana Show & Sale at the Scottish Rite Temple, 33 West Alpine Avenue, 9am-10:30pm. Featured photographers for this 15th annual show include Greg Brown, Phil Gosney, Glen Icanberry, John Kirchner, Robert Larson, Mitch Nelson, Jack Neville and Scott Snell. Show hosts Dave Stanley, Vic Neves and Brian Rutherford will also present shows. For ticket and general information contact: Vic Neves, Winterail '93, P.O. Box 23721, Oakland, CA 94623-9991. For Railroadiana Show & Sale information and table reservations contact: Dave Stanley, P.O. Box 30661, Stockton, CA 95213-0661.

LINCOLN, NEW HAMPSHIRE. March 15-30. Maple Sugar Train on the Hobo Railroad departs 1 and 3pm. Outdoor boil-down of syrup with samples and snacks. Fare $10.95. Contact: Hobo Railroad, P.O. Box 9, Lincoln, NH 03251; 603/745-2135.

BOSTON, MASSACHUSETTS, March 20. "Sugartime Special" chartered train to White River Junction, Vermont, via Conrail and CV. Depart South Station 8am with additional boarding in central Massachusetts. Train fare, lunch and activity: adults $55, ages 5-16 $40, under 5 in lap free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, 617/361-4445.

CANADIAN SUPER TOUR March 24-April 24. Twenty trains on CN, CP, Algoma Central, BCR and ONR. Four transcontinental trips, Nova Scotia round trip, 2 mixed freights, 7 high-speed LRCs, northwoods RDC, 4 suburban systems, Toronto tower and trolleys, caboose and cab rides and more. $2993. Contact: T-Rail Train Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Australia, Spring 1993, emphasis on travel by rail.

Zimbabwe & Zambia, July 24-August 7, famous ZimZam Garratt Steam Safari.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following tours:

Devil's Nose Spectacular, June 26-July 2. Hardcore railfans photo study of Ecuador's Guayaquil & Quito; Baldwin steam in the Andes. From $1695.

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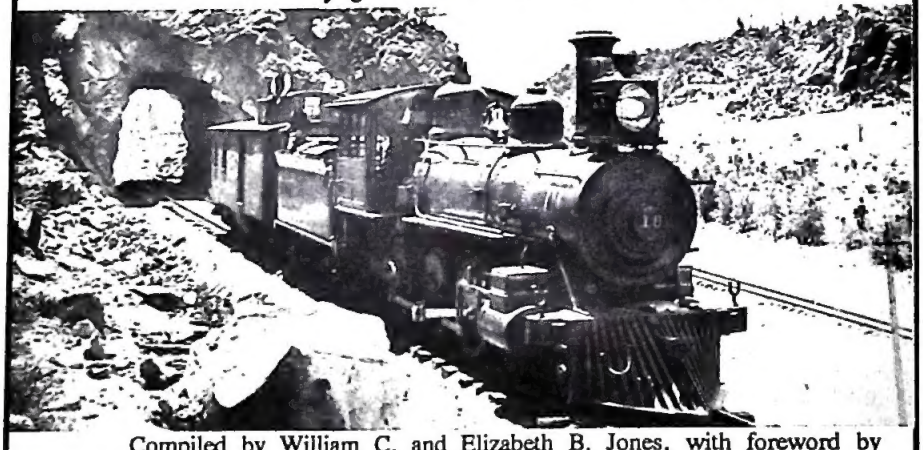

Compiled by William C. and Elizabeth B. Jones, with foreword by Marshall Sprague. First published in 1975, this oversize photographic tribute to the west's most renowned pioneer photographer quickly became a best seller. We have acquired the original plates and added an additional chapter containing many of Jackson's superb railroad images, including several of the chromolithographs reproduced in full color. The photo captions have been expanded to include much more historical information in this 208 page 9X12 hardbound book with full color jacket. $39.95

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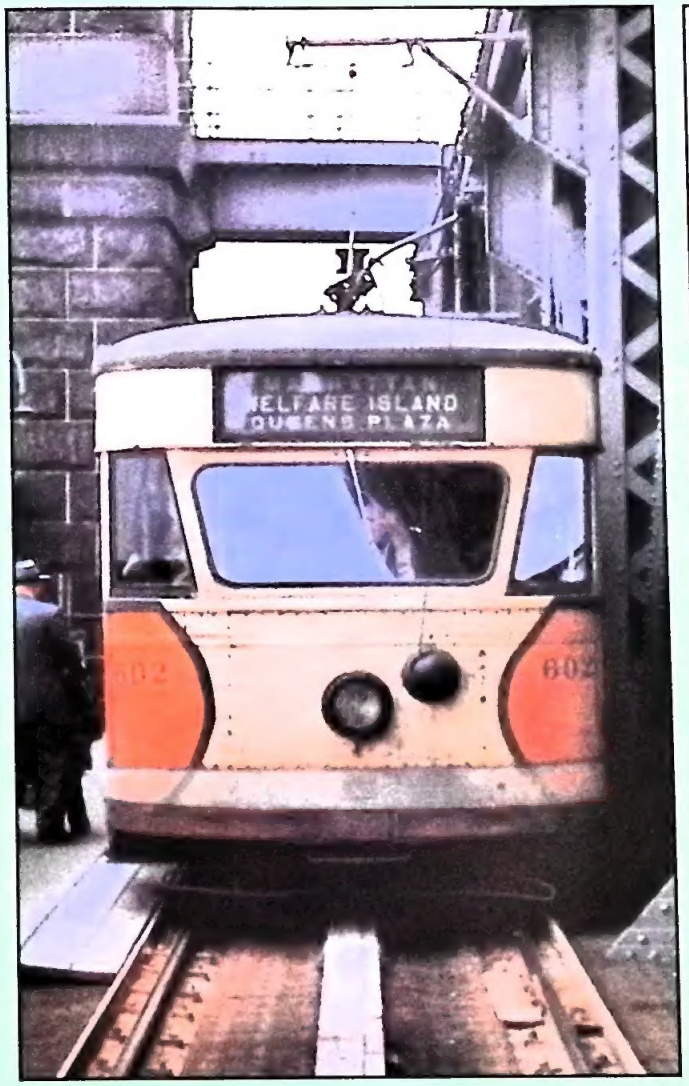

Here are the last four trolley lines to operate in New York City: #35 The Church Ave Line, #68 The Coney Ave Line and #50 The MacDonald Ave. Line, all in Brooklyn. These three are shown operating with the famous PCC (or President's Conference Car). It includes some of the last trips in 1956 and transportation of car 1001 to the Brantford Museum in Connecticut. The last line is the Queensborough Bridge Railway. It is covered in fascinating detail from Queens Plaza on Long Island to the underground terminal in New York City. The outstanding photography and painstaking research for this tape is the work of Frank Pfuhler.
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Photo by Mike Danneman

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[illegible]

will uncover a bunch: 464, 473, 476, 478, 480, 481, 484, 487, 488, 489 and 497. All these are beautifully photographed while performing their daily duties, many shot in locations you've never seen them in before! And you'll see a portion of the new Durango roundhouse and tour the yards as well! Green Frog believes this incredible video tape is the finest you have ever seen for scenery, fast paced operation, incredible photography and great coverage of these narrow gauge locomotives.

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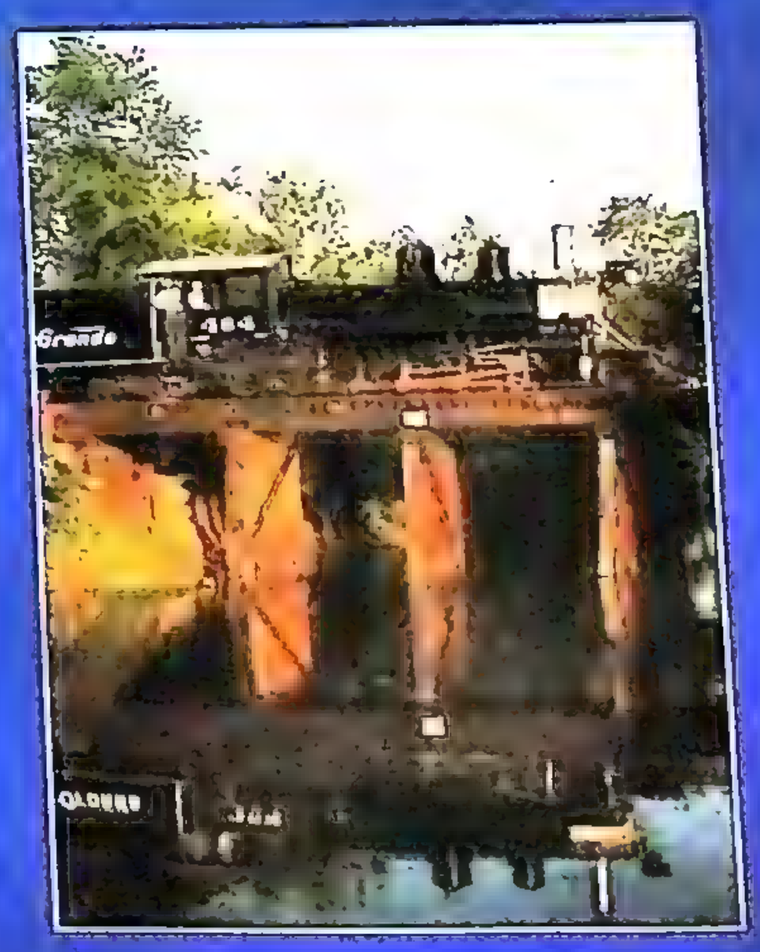

Photos by Tim Lab

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GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652

January 2-3, Houston, Texas. George R. Brown Center, 1001 Convention Center Boulevard.

January 9-10, Tulsa, Oklahoma. Tulsa Convention Center, 100 Civic Center.

January 16-17. St. Louis, Missouri. Cervantes Convention Center, 801 Convention Plaza.

January 23-24, Atlanta, Georgia. Georgia International Convention & Trade Center, 1902 Sullivan Road.

January 23-24, Salt Lake City, Utah. Utah State Fairpark, 155 North 1000 West.

January 30-31, Oakland, California. Oakland Convention Center, Broadway & 10th Street.

January 30-31, Indianapolis, Indiana. Indiana State Fairgrounds, 1202 East 38th Street.

February 6-7, Fort Worth, Texas. Fort Worth/Tarrant County Convention Center, 1111 Houston Street.

February 6-7, Pomona, California. L.A. County Fair & Expo Complex, White & McKinley avenues.

February 13-14, Cincinnati, Ohio. Cincinnati Convention Center, 6th & Elm streets.

February 20-21, Nashville, Tennessee. Nashville Municipal Auditorium, 417 4th Avenue North.

February 20-21, San Diego, California. San Diego Concourse, 202 C Street.

February 27-28, Columbus, Ohio. Franklin County Veterans Memorial, 300 West Broad Street.

March 6-7, Kansas City, Missouri. Kansas City Municipal Auditorium, 14th & Central Avenue.

March 13-14, Omaha, Nebraska. Omaha Civic Auditorium, 1804 Capital Avenue.

March 20-21, Portland, Oregon. Multnomah County Expo Center, 2060 North Marine Drive.

March 27-28, Birmingham, Alabama. Birmingham/Jefferson Civic Center, One Civic Center Plaza.

March 27-28, Las Vegas, Nevada. Cashman Field Center, 850 Las Vegas Boulevard North.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult. Admission 1993 Shows: $5 adult, $2 children 6-12. Contact:

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Virginia Beach, Virginia, January 2-3. Virginia Beach Convention Center.

Tampa, Florida, January 2-3. Florida State Fairgrounds.

Pompano Beach, Florida, January 9-10. Broward Community College North.

Atlanta, Georgia, January 16-17. Atlanta Expo Center.

Edison, New Jersey, January 23-24. Raritan Center Expo Hall.

Jacksonville, Florida, January 23-24. Prime F. Osborn Convention Center.

Monroeville, Pennsylvania, February 6-7. Pittsburgh Expo Mart.

Richmond, Virginia, February 13-14. Virginia State Fairgrounds.

Buffalo, New York, February 21-22. Hamburg Fairgrounds.

King of Prussia, Pennsylvania, March 13-14. Valley Forge Convention Center.

Timonium, Maryland, March 20-21. Timonium Fairgrounds.

Hackensack, New Jersey, March 27-28. Rothman Center, Fairleigh Dickinson University.

TRAINMASTER OF CLEVELAND, 9695 Chillicothe Road, Kirtland, OH 44094 (216/256-1749) will host hobby shows at the following locations on dates shown, 10am-4pm. Adults $2.50, students and seniors $2, family $5.

Westlake, Ohio, January 3. 1100 Crocker Road.

Euclid, Ohio, January 10. 651 East 222nd Street.

Eastlake, Ohio, January 24. 34041 Stevens Boulevard.

Parma, Ohio, February 7. 6285 West 54th Street.

Kirtland, Ohio, February 20. 9152 Chillicothe Road.

Rocky River, Ohio, March 13. 3850 Linden Road.

CAROLINA HOBBY EXPO, 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following train and hobby shows on dates shown. Admission $3, 12 and under free.

Fayetteville, North Carolina, January 3. Charlie Rose Expo Center off Highway 301 South.

Concord, North Carolina, January 30. National Guard Armory, Highway 49 & Old Charlotte Road.

Charlotte, North Carolina, February 13-14. Grady Cole Center, 310 N. Kings Drive.

WINSLOW, NEW JERSEY, January 3. Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall & Hay Streets, 10am-3pm. Admission $3, family maximum $5. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

PARMA (CLEVELAND), OHIO, January 9. Swap & Shop at UAW Hall, 5615 Chevrolet Boulevard, 10am-4pm. Admission $3, early admission (8:30am) $6, late admission (noon) $2, ages 6-15 $1. Contact: Lewis Warren, 15313 Willman Avenue, Cleveland, OH 44135; 216/676-8120.

FAIRMONT, MINNESOTA, January 9-10. Sisseton Sioux Transportation Company Hobby & Railfest '93 at Fairmall Shopping Center, 9am-5pm Saturday, noon-4pm Sunday. Admission to operating layouts $1, swap tables $10. Contests. Contact: Don Oechsle, 838 So. Park, Fairmont, MN 56031; 507/235-5595 days, 507/235-5026 evenings.

GILBERTSVILLE, PENNSYLVANIA, January 10. Gilbertsville Train-O-Rama at Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

ELMONT, NEW YORK, January 10 and March 28. St. Vincent DePaul Parish Train Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Admission $5, under 12 free with adult. Contact: Frank Deorio, 1500 DePaul Street, Elmont, NY 11003; 516/352-2127.

ITASCA, ILLINOIS, January 16. Windy City Railroadiana Show at Itasca Holiday Inn, Irving Park Road & Route 53, 10am-3pm. Admission $2, under 12 free. Contact: John Havlir, 2635 N. Drury Lane, Arlington Heights, IL 60004; 708/255-0371.

WALLINGFORD, CONNECTICUT, January 17, February 14 and March 28. New York, New Haven & Hartford Toy and Train Meet at Zando's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

FALL RIVER, MASSACHUSETTS, January 17. Sixth Annual Railroad Show at Municipal Veterans Memorial Armory, 72 Bank Street, 10am-4pm. Adults $2, ages 5-12 50¢, under 5 free with adult. Contact: Jay Chatterton, Old Colony & Fall River Railroad Museum, P.O. Box 3455, Fall River, MA 02722-3455; 508/674-9340.

WHEELING, WEST VIRGINIA, January 23-24. Oglebay Resort Train Show at Wilson Lodge, 10am-5pm Saturday, 10am-4pm Sunday. Adults $4, ages 6-12 $1. Admission includes discount ticket for huge layout at Good Zoo. Contact: Mike or Chris, Benwood-McMechen Train Shop, 3rd & Marshall, McMechan, WV 26040; 304/233-2040 or 304/232-9657.

RALEIGH, NORTH CAROLINA, January 23-24. 12th North State Train Show at North Carolina State Fairgrounds off I-40, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4.

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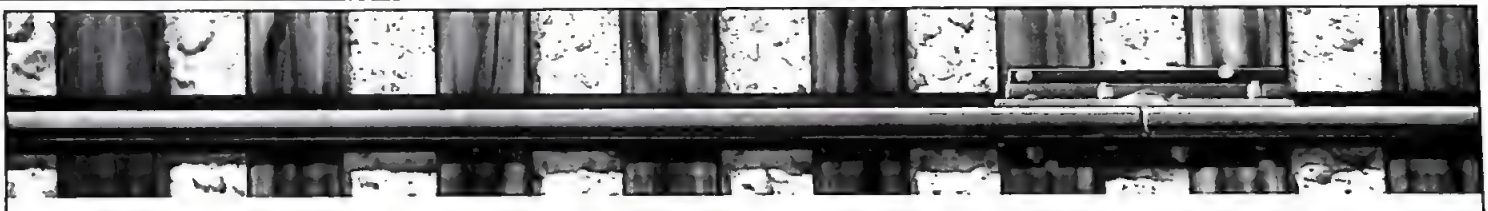

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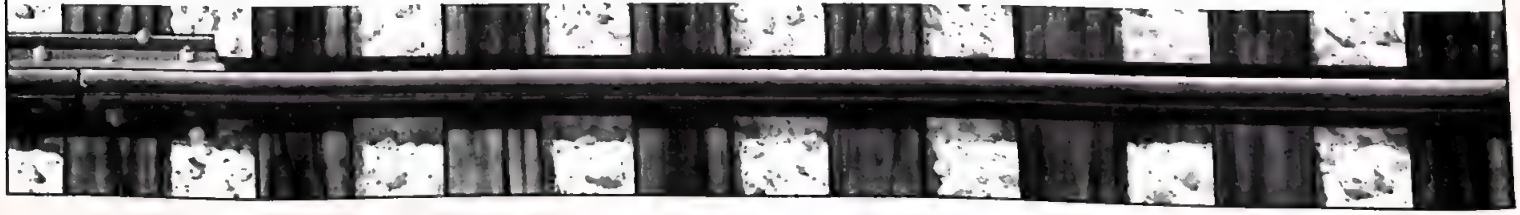

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Canton, Ohio, January 30-31, Canton Centre Mall, 4000 W. Tuscarawas.

New Philadelphia, Ohio, February 14, Kent State University Student Union, University Drive.

Sandusky, Ohio, February 21. Radisson Harbour Inn, 2001 Cleveland Road.

Cuyahoga Falls, Ohio, February 28. Sheraton Suites, 1989 Front Street.

Parkersburg, West Virginia, March 7. Holiday Inn, U.S. Route 50.

Wooster, Ohio, March 14. Fisher Auditorium, State Route 302.

Newark, Ohio, March 21. OSU/Central Ohio Technical College, Newark Branch.

N.H.S. SHOWS, 747 Milford Point Road, Milford, CT 06460 (203/783-9603) will be held at the following location on date shown 9am-3pm. Adults $4, $2 each additional.

Stratford, Connecticut, January 31. Stratford Armory, Exit 51/52 off Merritt Parkway.

WEST SPRINGFIELD, MASSACHUSETTS, February 6-7. Railroad Hobby Show at Eastern States Exposition Better Living Center on Memorial Avenue, 10am-5pm. Admission $4, ages 5-12 $1, under 5 free. Contact: Robert A. Buck, Amherst Railway Society, P.O. Box 718, Warren, MA 01083-0718; 413/436-5318.

NEW CASTLE, PENNSYLVANIA, February 7. 4th Annual Penn-Ohio Train Expo at Scottish Rite Cathedral on Lincoln Avenue, 10am-4pm. Admission $3, under 12 free. For details phone: 412/667-7448.

JACKSONVILLE, FLORIDA, February 13. Southeastern Railroadiana Collectors 14th Annual Railroadiana/Model Train Sale & Trade Show at Prime Osborn Convention Center, 1000 West Water Street, 9am-4pm. Admission $3, 12 and under free, tables $30. Send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

PHOENIX, ARIZONA, February 20. Sahuaro Central Everything Railroad Swap Meet at BC! Bingo Hall, 1210 East Indian School Road, 9am-1pm. Admission $2.50, children free with adult, tables $12 in advance, $15 at the door. Contact: Harold Shelton, 2337 West Stella Lane, Phoenix, AZ 85015; 602/242-0751.

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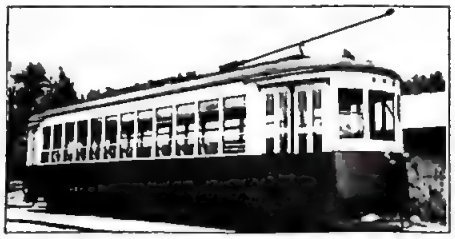

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GILBERTSVILLE, PENNSYLVANIA, February 21. Gilbertsville Train-O-Rama at Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, under 12 free with adult. Contact Mary Preudhomme, R D 7 Box 792, Boyertown, PA 19512; 215/367-7857

RICHMOND, INDIANA, February 21. Bill Hime Memorial All Train Flea Market at National Guard Armory, 1200 West Main, 10am-3pm. Railroadiana, antiques, tinplate, models in all scales, food and drink. Admission $2, under 12 free with adult, tables $10 in advance. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356, 513/773-7186.

FRANKLIN SQUARE, NEW YORK, February 21 and March 21. R.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 RinTin Street, Franklin, NY 11010; 516/775-4801.

WESTPORT, MASSACHUSETTS, February 27. Rail-a-Rama XV at White's Hospitality Center, Routes 24 & 195, 10am-4pm. Adults $2, ages 5-12 $1, under 5 free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486.

MAYFIELD VILLAGE, OHIO, March 6. New York Central System Historical Society 23rd Annual Spring Meeting and Railroadiana Show & Sale at Holiday Inn, 780 Beta Drive (off Wilson Mills Road at I-271) 10am-4pm. Admission $2, NYCSHS members $1. Send LSASE to: Jerry Skully, 5183 Eastover Road, Lyndhurst, OH 44124.

BURNABY, BRITISH COLUMBIA, March 14. Western Rails Railroad and Railroadiana Show & Auction at 9523 Cameron Street, 9am-4pm. Contact: P. Roy, 3874 Winlake Cres., Burnaby, BC V5A 2G5; 604/420-1292.

FORT WAYNE, INDIANA, March 20. Train & Collectible Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12 in advance. Contact: Sally Valiton, 7112 Baer Road, Fort Wayne, IN 46809, 219/747-4485.

LONDON, ONTARIO, March 27. Forest City Railway Society 19th Annual Slide Trade & Sale Day at All Saints' Church, Hamilton at Inkerman, 1-5pm. Admission $2. Dealers welcome. Contact: Ian Platt, RR 3, Ingersoll, Ontario N5C 3J6; 519/485-2817.

MOUNT CLEMENS, MICHIGAN, March 28. Gratiot Valley Railroad Club Spring Swap & Shop at Clintondale High School, 15 Mile at Little Mack, 10am-3pm. Adults $2.25, 12 and under free. Contact: GVRC, P.O. Box 214, Mount Clemens, MI 48043.

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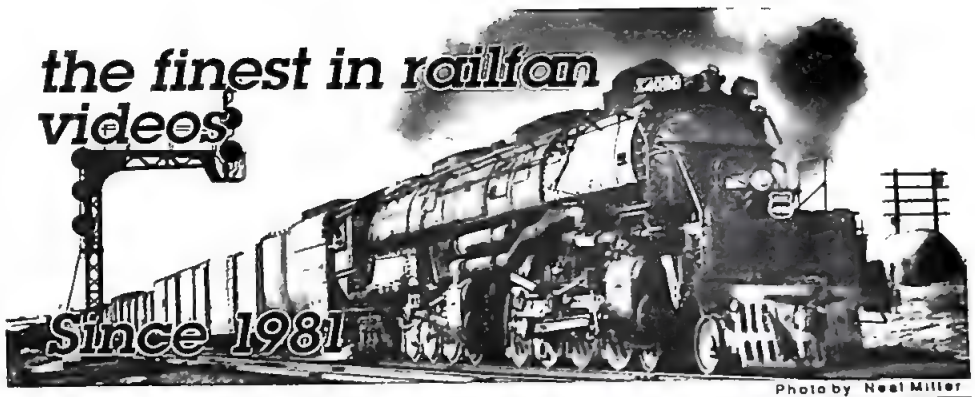

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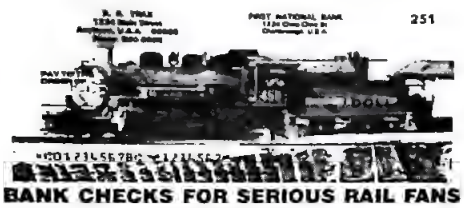

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David Leonard

The author of this month's feature on the demise of the Pittsburgh & Lake Erie tells his own story:

"Railroading must be in my blood. My father was a big railfan, and both of my grandfathers worked for railroads — the Boston & Albany (NYC) on one side, and the Pennsy on the other. This should result in the grandson being a Conrail fan, which is indeed the case.

"I took my first rail photos in 1952 at age 10 (yes, with a Kodak Brownie which, yes, I still have). In 1958 I borrowed my brother's 35mm camera for a trip to Canada to photograph the last days of steam operations there, and one result of that trip was my first published photo (in *Trains*' Steam News Photos) which brought me $5.00. I have subsequently spent it, of course. Other than that I have been mostly an amateur photographer. I have subscribed to RAILFAN since Volume 1, Number 1.

I now use Nikon cameras with a Nikon normal lens and a variety of independent maker zooms. I experiment with various films but depend on the three Kodachromes for 95% of my work. Moving to northeast Ohio has increased my opportunities for snowy and rainy day photos, and I find that Kodachrome 200 — sometimes used with a slight warming filter — adds a punch to otherwise murky photos. I still prefer Kodachrome 25 (on sunny days) and will shoot at 1/1000th at f2 or f2.8 when I can get away with it. A recently purchased Hi8 video camcorder has added a new element to my enjoyment of the hobby.

"I graduated from Illinois Wesleyan University in 1963 with an A.B. in math but did graduate work in the Chicago Theological Seminary, and am now minister of the First Unitarian Church in Youngstown, Ohio. I have been married to Linda Wiltz for 26 years, and she is pleased (as am I) finally to see some tangible result of all these railfan activities. (I first became interested in the P&LE when we lived in Pennsylvania near Pittsburgh in the late seventies.) We have two children, Anne (24) and Marc (22), both of whom live within easy drives of major main lines, but neither of whom has caught the bug. However, if grandchildren should come along, I'll be ready!

"I do some N scale model railroading and collecting, specializing in the Pennsy of the fifties. In moving from Lynchburg, Virginia, to Youngstown in January of 1992, I had to dismantle my layout, but the last time I was in the basement, nothing was running anyway, even though the lighting was good. I have plenty of space for a layout in our Ohio home, if I can only figure a way to keep the

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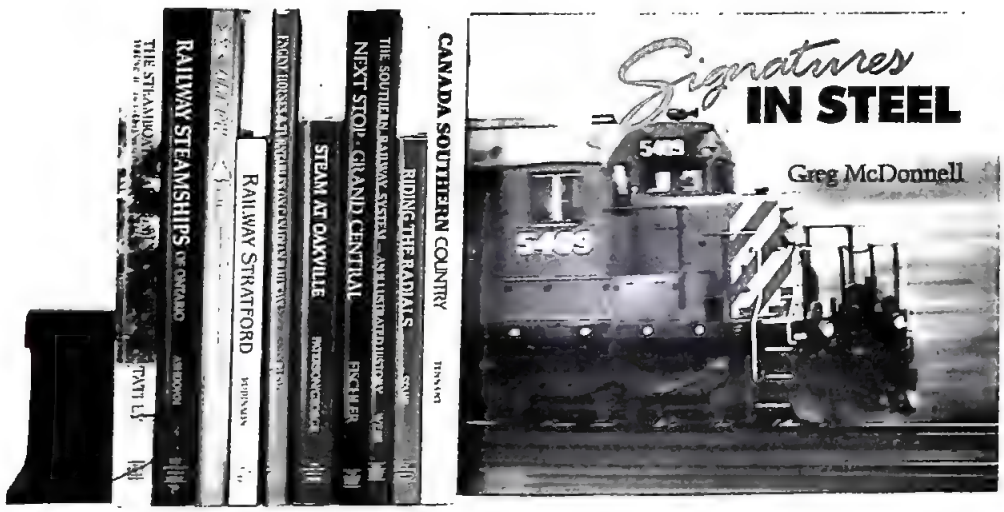

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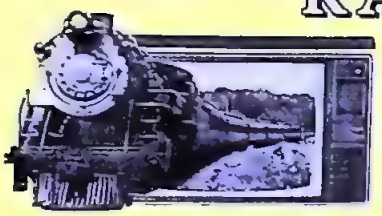

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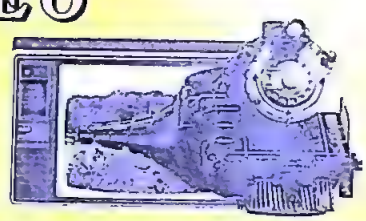

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"Northeast Corridor, Part III" Passenger and Freight trackside action from Colonia to Trenton, New Jersey. Color, Sound, One Hour 33.45

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cats out! I continue to hold my NRHS membership through the Blue Ridge Chapter of Lynchburg and am hoping to make some railfan contacts in the Youngstown area before long. Other interests of mine include hiking in the woods and mountains, rooting for the Cubs and the Tigers, listening to classical music and reading paleontology, astronomy, quantum physics, mysteries and espionage novels."

Camera Bag

BY JIM BOYD

16mm movies vs. Hi8 video, continued

GUEST COLUMNIST: PRESTON COOK

In the January 1993 CAMERA BAG, I was discussing my recent change from shooting 16mm movie film to Hi8 video, noting the primary reason for the change being the astronomical cost of the 16mm color film versus the two-hours-for-eleven-bucks rate for videotape. This month, I'll continue looking at some of the characteristics of the Hi8 video system.

A particularly nice feature of video cameras is the ability to monitor the picture through a small external television set. There are a number of very small TVs with either internal battery power, 12-volt automotive plugs or both. This lets you do things which would have been very difficult with film cameras, like using a monopod to hoist the camera *over* fences while viewing the filming through the TV.

This can also work as an emergency viewfinder. Inside the EMD plant at La Grange in September 1989 while videotaping the painting of FT 103, Marc Balkin's big Betacam fell off the tripod and smashed its built-in viewfinder monitor; Marc bought a small battery-powered liquid crystal TV set, gaffer-taped it to the camera and used it as a viewing monitor for the rest of the shoot.

Pacing with video

I found out very quickly that pacing trains while driving, which was both difficult and dangerous to attempt with a movie camera, is a snap with video. Putting the camera on a tripod facing back out the window, you can watch what the camera is filming on your small television while driving. When needed, you can make minor elevation adjustments on the tripod as needed. Since it is easy to edit, not all the footage has to be perfect, and high-framed and low-framed sequences (as well as the places where the car hits a pothole) can be discarded. As with any pacing work, it is best to work with a normal to wide angle lens and definitely avoid the telephoto end of the zoom, as the longer the focal length of the lens, the bumpier the viewer's ride will be.

Because my Sony CCD-V710 camera has a display switch which allows you to receive the viewfinder information on the external television, you can monitor the recording mode and film run time on the remote monitor. This "data screen" capability is worth looking for when selecting a camera for railfan use.

When I first tried videos out the side win-

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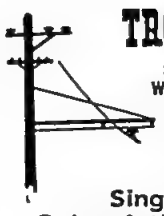
dow, I discovered a couple of items which needed to be added to my equipment. Although my tripod was heavy, it had a tendency to bounce on the car's floor carpet when going over rough roads. I tensioned it down by running a couple of heavy rubber stretch straps from the locking levers on the tripod head, down to a point under the dashboard and down to the front legs of the passenger's side seat. I also added a rubber band from the rear strap slot on the camera to the handle of the tripod, to damp out a natural tendency of the camera to "rattle" on the tripod head. For any run-alongside filming, I strongly recommend using manual focus, since bushes, trees and cars passing close to your automobile will cause the auto focus to hunt. Also consider using manual shutter speed and aperture settings, if your camera has them. This will prevent the exposure from wandering as trees and vehicles pass close to your car. You may also need to put the microphone control switch in the "wind" position, or use an external microphone wrapped in a towel to cut down the wind and background noise from the car.

I found an accessory called "The Extra Hand" which could clamp to the dashboard or the doors of an automobile, allowing the camera can be mounted and directed out in virtually any way necessary. Another accessory worth considering is a wire connected or radio type remote control for the camera, since in many vehicles it would not be convenient to reach the camera to start and stop it (since the camera is pointed out the window for most run-alongside filming, the infrared remote supplied with it won't work). Keep in mind that the type of camera mounting arrangements I have described wouldn't do much for you in filming a commuter train alongside the Connecticut Turnpike, where



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the rail and highway rights of way are constantly changing angle to each other, but it works just fine if you are hauling across Route 30 in Nebraska next to a Union Pacific freight.

It is best to have a driver and a camera operator when doing any run-alongside filming, since it is illegal in many states to have a working television in the front seat of an automobile. The highway patrol may look rather dimly on a railfan watching a television monitor to do run-alongside videos while driving.

Copying and editing

The output of the Hi-8 camcorder can be copied and edited by VHS system VCRs, but once you have worked with these camcorders for a while you find there are some advantages to being able to edit from Hi8 to Hi8. This produces an excellent quality copy with very little dropout of detail and allows you to carry around some of your edited tapes to show during the evenings on a trip (also consider recording some of your favorite movies in Hi8 format from broadcast TV for evening viewing).

It might at first seem that buying a Hi-8 stereo VCR would be the best way to do editing, but I would recommend that rather than tying up $500 or more for this type of device, you consider spending just a little more money and buying an additional Hi8 camera. Two cameras can do all the Hi8 editing you want, and it also provides system redundancy. Consider the flexibility options two cameras offer: (1) You can leave one camera mounted to the car for pacing while working the second camera on a tripod for runby shots. (2) You can take approaching and receding shots of a subject without needing to pan around. (3) You can keep one camera with you and give the other to a companion to get a sequence filmed from two different angles. (4) With a wireless remote, available for most good cameras as an option, you can record from two very different angles without the help of an assistant.

Protecting what you record

The capacity for properly storing and protecting master recordings was another considerations which influenced my selection of a "small" tape format over the larger VHS. Smaller tapes are easier to store and protect. Magnetic tape is exactly what the name implies: a magnetic imaging record which can be deteriorated by exposure to stray magnetic fields or, in some cases, to prolonged low-level radiation exposure. Many people shooting videotape seem unaware that it is a very fragile medium when stored in an environment with stray magnetic fields. You don't have to live under high voltage lines to find this out. Laying the tape cassette on a live electric cord, leaving it on a floor which has electric leads under it, or storing it in a bookcase close to where there are wires in the wall can all result in varying degrees of image deterioration over a period of time.

The best way to store videotapes is in a demagnetized steel box, which will pretty effectively protect them from stray magnetic fields. For archive storage of Hi8 videotapes, you can use a standard Army 7.62mm ammunition box. Before putting any tapes inside the box, you can demagnetize it by wrapping a heavy-duty outdoor type extension cord

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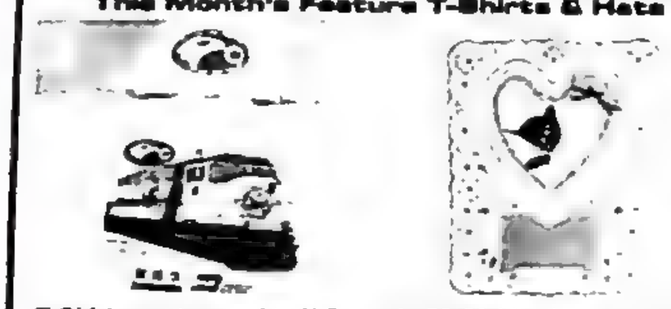

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around the empty box for a while (don't get the cord anywhere near your tapes) and using it to run a high-demand appliance like a space heater or an air conditioner.

The sound of sound

The ability of the Hi8 camera to record stereo sound was a significant advance over the sound options available with the 16mm film equipment I had previously used. On my "silent" Bolex, I could have the sound recorded separately and then have it merged onto the finished film optically or magnetically. Either one was quite an involved process, and if you edited a film there was the recurring problem of the separation of about a half second between the image and the sound in its placement on the film. This is caused by the projector sound pickup being separated from the shutter gate by about twelve frames of film. When played back, the picture and sound are in perfect synch, but when spliced, those twelve frames offset the sound for an imperfect joint match.

With the Hi8 stereo sound recording system, both the left and right channels of the camera-mounted dual microphone are in perfect synch with the picture. When you edit, the sound starts and stops right with the picture. If you edit from Hi8 over to VHS on a non-stereo VCR, only the left sound channel of the camera is normally used. However, in some situations, like pacing a train, the sound from the right channel might be of better quality, and you can put it or a mix of both channels on the copy tape by using an audio mixer.

I found that when pacing trains, the side of the microphone which was facing the back

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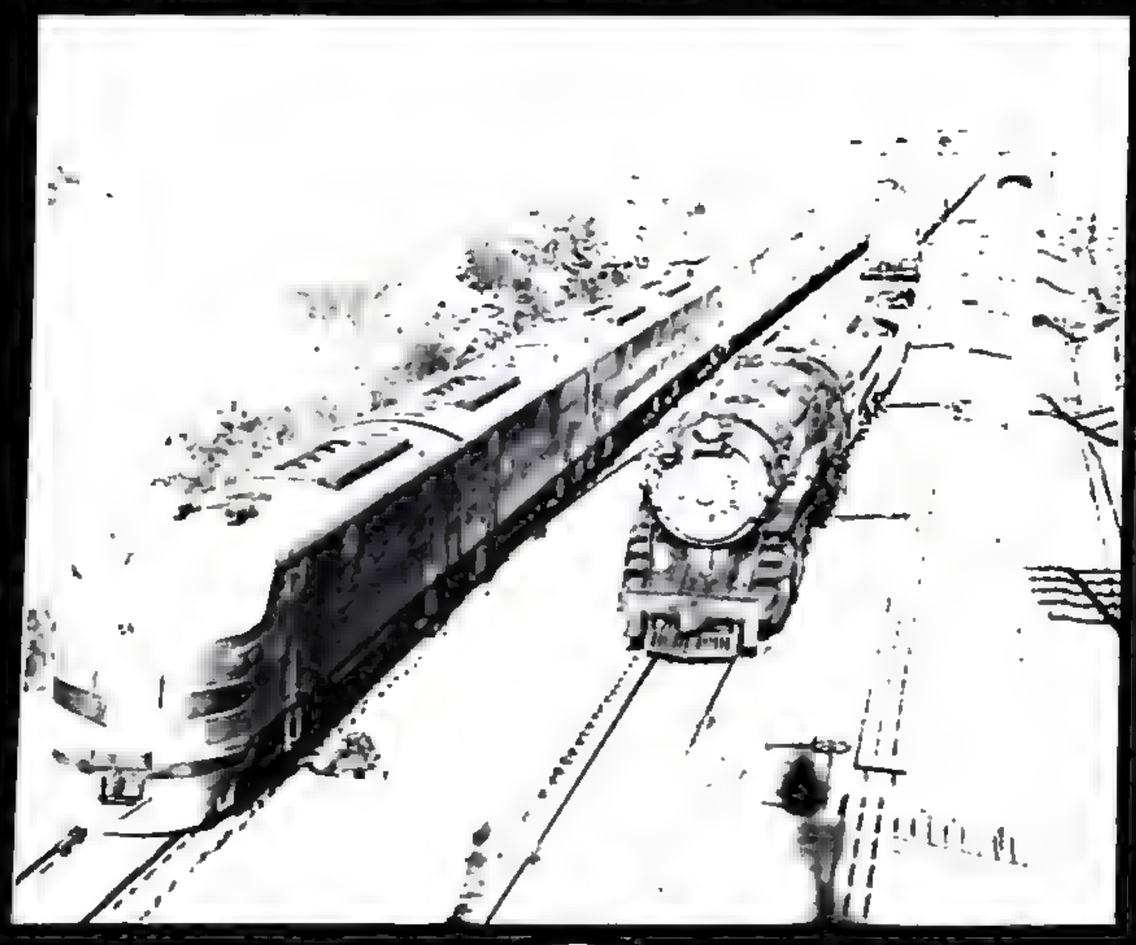

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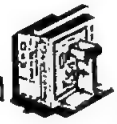
or inside of the automobile gave the best sound, while the one facing into the wind or out the window often picked up too much wind or tire noise. When copying a tape, try to listen to each channel individually to determine whether a single channel or a mix will give the best sound.

There is one characteristic of video sound that is not found with film. Since the sound is recorded on the same type of electronic signal as the video, an overmodulation of the sound will sometimes show up as interference ripples in the picture image. I found very little influence on the camera from air horns or locomotive noise at grade crossings, but taking the camera into the 100+ decibel environment of the engine room of a ship caused the image to ripple — and Boyd discovered the problem when a Reading 4-8-4 blew its freight hooter right beneath the bridge from which he was shooting. I also encountered some random sound dropouts when the camera was subjected to an extreme pounding while pacing on a very rough road at high speed in a small car.

Hi8 video: For me, it's a brave new world, but one with some exciting possibilities. Now if I could only get back those Erie Lackawanna A-B-B-B-A F7s on the Dayton job to practice on.

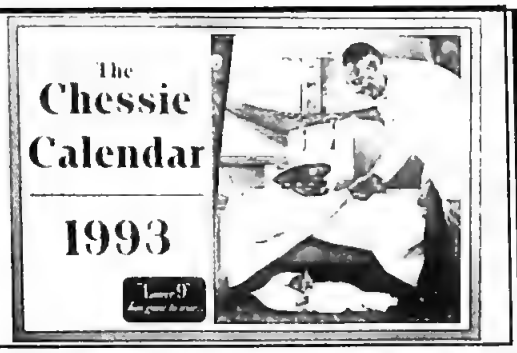
Railroadiana

BY BRUCE KELLY



What's New?

Out just in time for the GN's centennial on January 6, 1993, *Great Northern Color Pictorial Volume 1* by Joseph Shine is a 128-page 8½"×11" hardcover all-color motive power review of GN's electric and first-generation diesel locomotives. There's also a brief glimpse at the very end of GN steam. While short, the sections of body text are supported by so many separate roster boxes and crammed with enough engine data to paint a good overall picture of the railway's locomotive practices in the early diesel age. Most pictures are printed two to a page, but some are run quite large across nearly an entire spread. The more interesting ones show a W-1 electric heading freight over the Cascades assisted at mid-train by Y-1 and Z-1 cousins, A-B-B-A FTs crossing the summit of Marias Pass, freight attacking the west slope of Marias with A-B-B-B F7s and a GP35 on the lead and two GP9s and A-B F7s pushing behind the caboose, and SD7s hauling ore in Minnesota. Many more action and static views help deliver a complete look at GN's electrics and early diesels. Except for a couple of dark or muddy pictures, the photo reproduction overall is quite good consider-



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Katy Diesels to the Gulf
By J. Parker Lamb
The Missouri-Kansas-Texas Railroad in its encore diesel years. Large (10¾" x 12") album-style format; high-gloss softcover, black & white, 108 pp. $39.95 POSTPAID.

Colorado & Southern
A Personal Memory of the Standard Gauge
By Ross B. Grenard
Steam and early diesel on the C&S. Horiz. format (11" x 8½"); softcover, black & white, 64 pages. $13.95 POSTPAID.

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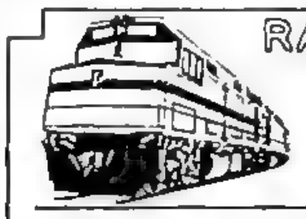
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ing the color originals were taken during or before the mid-1960s. The typesetting is a bit rough for a book of this price, but for serious GN fans, such a collection of vintage color images is worth every penny. It sells for $49.95 plus $2.50 shipping (outside the U.S. add $5.00 shipping; Cal. res. add $3.25 tax) from Four Ways West Publications, P.O. Box 1734-R, La Mirada, CA 90637.

North American Hudsons: The 4-6-4 Steam Locomotives by Lloyd Stagner is a 108-page 8½"×11" softcover reprint of the popular 1987 book dealing with this unique breed of powerful, high-speed passenger steam locomotives. Since the New York Central's dominant role in the development and use of 4-6-4s (which earned their name from the river paralleling NYC's famed Water Level Route) has been well documented in other books and articles, Stagner pays greater attention to the 4-6-4s of other roads from the AT&SF to the Wabash. Dozens of nice black & white photos show Hudsons standing idle in yards or stations or out stretching their legs on the road. A fairly detailed roster section concludes this valuable steam reference, which sells for $24.95 plus $2.50 shipping (Neb. res. add 5% tax) from South Platte Press, P.O. Box 163, David City, NE 68632.

Calendar Call

The all-color 12"×18" "GG1 1993 Calendar" covers the many lives and liveries of this unique electric locomotive. From proper Pennsy days come shots of Tuscan red and Pullman green "Gs" at Trenton, rounding the curve at Elizabeth and making the engine change with a Shark at South Amboy (plus the restored 4935 crossing Conestoga Creek Bridge in 1978). Then come the dip-black GG1s of the Penn Central and early Amtrak years, plus a wide variety of bicentennial and other commemorative paint schemes. It sells for $8.95 plus $2.00 shipping (N.Y. res. add tax) from Weekend Chief Publishing, P.O. Box 1676, Mineola, NY 11501-1676.

Attractive graphics, informative captions and gorgeous color photos characterize the "BN Color Calendar," "Conrail Calendar" and "Santa Fe Calendar" from McMillan Publications. Burlington Northern's geographic sprawl is well represented in the BN calendar by such images as SD60Ms weaving unit coal through Wyoming and the Badlands of North Dakota, A-B-A Fs in snowy Minnesota, ex-Frisco Geeps in Oklahoma, an empty grain train on Marias Pass, doublestacks on Puget Sound and a commuter E9 outside Chicago. The Conrail calendar shows wide-nose Dash 8-40CWs on the Monongahela Railway, a snow-encrusted freight on the Water Level Route, GEs chugging up Washington Hill and gliding down the Hudson River and a dramatic broadside of a merchandise train crossing foggy Sandusky Bay as the morning sun hovers just above the horizon. McMillan's flagship "Santa Fe Calendar" serves up Super Fleet GEs and GP60Ms at half a dozen locations including the Tehachapis and Kansas and northern Arizona, plus warbonnet Fs leading the *Texas Chief* past a wig-wag in rural Texas

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Flanary's depiction of the F-unit powered train takes us back 20 years to Dante, Virginia, where the Clinchfield passes within *feet* of the front steps of the Union Baptist Church. Typical of Flanary's other paintings, the train and lineside structures have excellent detail and proportion. The 16"×20" image is printed on an 18½"×22" sheet of medium weight stock. The prints sell for $25.00 plus $3.00 shipping from the Kingsport Area Chamber of Commerce, P.O. Box 1403, Kingsport, TN 37662. They're being marketed in cooperation with the Kingsport (Tennessee) Area Chamber of Commerce, whose president says 100% of the proceeds will go into the Santa Train Scholarship Fund. ∈

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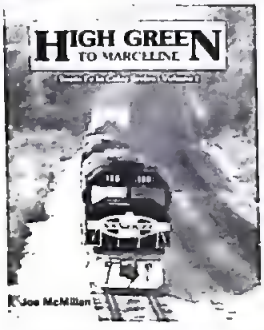

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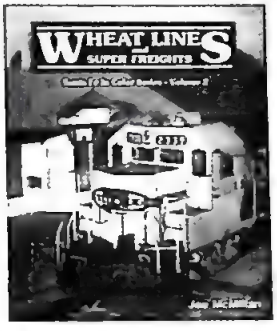

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RAILROAD AVENUE ENTERPRISES

Transit Currents

Electric Surface

For a number of years there has been talk about the return of streetcars in the form of light rapid transit on 42nd Street in Manhattan. A reasonable chance appears of that service being in operation by the turn of the century. Now it seems that there is a possibility for trolleybuses to provide service on the streets of the most famous part of the Big Apple.

The reason for the interest in electric traction in Manhattan is its level of air pollution, which is unacceptable. The New York Division *Bulletin* of the Electric Railroaders Association (P.O. Box 3001, New York, NY 10008) recently carried news that the New York Power Authority, as well as the New York City Transit Authority, are in the process of investigating the feasibility of a trolley coach operation on 1st and 2nd avenues. The diesel-bus route under investigation is the M15, which operates on 1st and 2nd avenues. The feasibility study was focused on that route because both streets suffer from very high levels of air pollution. In addition, each street is seven lanes wide, which provides lots of room for operations.

Lots of options may be investigated including supporting the overhead with bracket arms rather than cross-spans. The feasibility of high-level platforms for the buses will also be investigated, as well as control of traffic signals by the trolley coaches to speed up their service.

This will be an interesting project to watch. The automobile pushed aside clean, electrically powered vehicles beginning in the 1920s. Now, increased interest is being shown in electric traction, thanks in part to the pollution caused by automobiles.

Denver: Present and Past

The good news of the present is that Denver's light rail line, called MAC for "Metro Area Connection," is under construction. A test track is scheduled to be completed by December 1992 with the first of the light rail vehicles expected to arrive in the Mile-High City in August 1993. The test section will run from downtown Denver to the Five Points area and eventually will be the heart of the system. Happily, this is already paid for.

But there is other interesting electric rail news emanating from Denver. The Rocky Mountain Railroad Historical Foundation is working to restore interurban car No.25 of the old Denver & Intermountain Railroad. Number 25 was placed in service on February 11, 1911, and is a product of the Woeber Car Company of Denver. The Denver & Intermountain had a 17-mile interurban route between downtown Denver and Golden, Colorado. This later became part of the Denver Tramway Company. Alas, regular service on the line was discontinued in 1950. On March 15, 1953, No.25 was moved to Golden after being purchased by the Rocky Mountain Railroad Club.

To help pay for the restoration work, the Rocky Mountain Railroad Historical Foundation was formed as a non-profit corporation. A very attractive watercolor print of No.25 was prepared. The foundation expects to sell copies of the print to help defray the cost of the restoration. It sells for $10.00 plus $2.65 mailing. You will see ads about this in the near future. For further information, write to David W. Salter, President, Rocky Mountain Railroad Historical Foundation, P.O. Box 3291, Denver, CO 80201.

An even more interesting wrinkle in the rail scene in Denver is that with the construction of the MAC in the center of Denver, there is a chance you will see No.25 and other historic cars in operation in downtown. Mr. Salter writes to me that upon completion of its renovation, No.25 will be leased to the Platte Valley Trolley, which is a project of the Denver Rail Heritage Society. The MAC will accommodate such cars as No.25 and other historic vehicles. The Rocky Mountain Railroad Club owns Fort Collins Municipal Railroad car No.22, a four-wheel Birney, and a Los Angeles Railway PCC car of 1943 vintage. The idea is to eventually restore these vehicles for operation as antiques.

Good luck to the Rocky Mountain Railroad Historical Foundation on this restoration project.

Cincinnati: Trains to Planes?

The Ohio-Kentucky-Indiana Regional Council of Governments is forming a committee to study the question of light rail service to run from northern Hamilton County in Ohio through Butler and Warren counties to downtown Cincinnati. The line would then head south across the Ohio River to the Cincinnati/Northern Kentucky International Airport. Traffic congestion lies behind the idea. The aim of the committee is to figure out some way to transport people in the greater Cincinnati area without using the Interstate highways. In addition to congestion problems, federal air quality standards are unmet in the Cincinnati region because of emissions from cars plying the Interstate Highway systems.

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Transit in Manhattan?

This one is probably a long shot. Midwestern cities, with the exception of St. Louis and the downtown Chicago circulator, have not taken kindly to the light rail idea. Many of these cities, such as Indianapolis, do not feel themselves sufficiently congested or in need of fresh air to warrant the expenditures required of a light rail line. There may also be a degree of self-satisfaction and a feel that they have escaped the Los Angeles syndrome. Thanks to Charles Bogart for the news.

Harre Demoro Honored

Those of you who are fans of transit in the San Francisco area have probably read some of San Francisco *Chronicle* reporter Harre Demoro's books about the Key System and other exciting electric railway doings in the past and present on the west coast of America. Harre received a well-deserved reward lately. He was selected by the Metropolitan Transportation Commission for a certificate of achievement for being the Bay Area's preeminent transit historian. The official ceremony took place on September 23 at the Metro Center auditorium in Oakland, California. Congratulations, Harre!

Future Plans in Oakland and L.A.

The Oakland International Airport is some distance from the line of the Bay Area Rapid Transit District, and a link has been sought for some time. Now, Oakland is one of several finalists in a federal funding idea for $35 million to help pay for a new type of transit for the multi-transited Bay Area. A monorail is proposed to extend the 3.7 miles between the BART Coliseum station and the Oakland airport. According to the proposal, the monorail would make two stops at the airport's business park and hotels along Hegenburger Road. Whether or not Oakland will be chosen by the feds is another matter, but if so, the monorail would be expected to be completed by 1997.

To the south, in Los Angeles, there is the Los Angeles River. It doesn't look much like a river today because most of it is in a concrete trench. Now an idea has surfaced to build a railway over and along the river as part of an economic injection for the region that was so troubled by the riots of April 1992. The idea for the river route is contained in a bill by California Senator Art Torres; it is promoted as a way the California State Legislature can insert some money into the Los Angeles community. The rail line would be a spine along the river, which would, it is hoped, promote a great deal of development and excitement. As with all ideas, this is met with yawns and ridicule by some. Probably some folks just like to look at that concrete trench — besides, how could Hollywood stage all those car chases beneath a railroad line? Thanks to Tom McGarry for the news.

Flashes

The **CALTRAIN** commuter service operating between Gilroy and Morgan Hill to the South Bay area and the San Francisco peninsula has increased ridership since service began in July 1992. When the Peninsula Corridor Joint Powers Board took over the operation on July 1, it added six weekday trains and two round trips south of San Jose to Gilroy. The Gilroy trains are now carrying more than 500 daily riders, which is a boost of 80% over the first week of service. Planned for the fiscal year 1994-95 are four additional weekday round trips to Gilroy.

The proposed capital budget for the **DALLAS** Area Rapid Transit light rail line is $179.5 million for fiscal 1993. That includes work on five different segments of the rail system and also placement of the order for the first batch of railcars and electrical equipment. There is also $30 million earmarked for commuter rail service proposed between downtown Dallas and Irving. Thanks to Tom Ruffin for the news.

Canadian Pacific, Ltd., owner of the **WINDSOR STATION** site in Montreal, and the Molson Companies, Ltd., owner of the Forum and the Montreal Canadiens Hockey Club, have proposed a visionary project for the site. The plan calls for restoration of Windsor Station, the new 21,000-seat Forum, a real estate complex with offices and stores, and a totally new commuter train station. It is expected that this will have a major revitalizing effect on the area in the heart of downtown Montreal. Under this exciting proposal the station will be directly linked to the underground network of Montreal, including the Concourse, the Lucien-L'Allier and Bonaventure Metro stations and to the new Forum. This comes on the heels of CP Rail's proposal to greatly expand its commuter rail service. Thanks to Charles Bogart for the news.

The **WESTERN RAILROAD MUSEUM** (P.O. Box 192986, San Francisco, CA 94119-2986) is seeking to purchase a part of the right-of-way of the old Sacramento Northern Railroad. The Union Pacific is willing to sell 21 miles at a very favorable price if the Bay Area Electric Railroaders Association, the group behind the Western Railroad Museum, can find the money. If you are interested in helping, write to the address shown above. This would be a unique opportunity to preserve a very large chunk of one of the great American interurbans.

The **UNION RAIL CAR** Partnership, which is made up of Kawasaki and Nissho Iwai American Corporation, has just exported the first of an order of 132 subway cars for the Taipei City Department of Rapid Transit in Taiwan. The cars were produced at a site of the former Otis Elevator plant in Yonkers, New York. Thanks to Bill Fennelly for the news.

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New Arrivals

"3751 The Restoration," produced by Video Rails, P.O. Box 80001, San Diego, CA 92138-0001; 800/262-2776, is a fast-paced, well-presented documentary on rebuilding steam locomotives in general, Santa Fe 4-8-4 3751 in particular. The combined footage shot throughout the process follows the nearly step-by-step progress on the locomotive from 3751's park beginnings to dedication under steam. There is a lot to see here (too much to describe), and I have to admit learning a few things that can be applied to restoration projects I'm involved with — like sandblasting with CO_2 pellets, which evaporate, rather than conventional grit which never seems to ever really get cleaned up. The editing and narration in this show are top-notch, and the video quality is excellent. 60 minutes, $29.95 plus $4.95 shipping (Calif res. add 7.75% sales tax).

A second tape from Video Rails is **"Denver & Rio Grande,"** that classic 1951 movie

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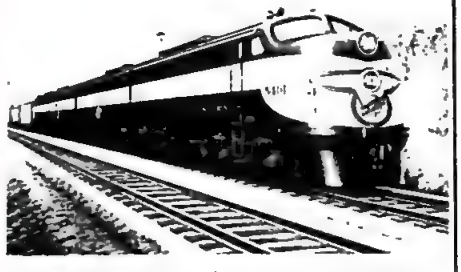

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starring Edmond O'Brien and Sterling Hayden. Stars likely more familiar to us include Rio Grande's narrow gauge 2-8-0s 319 and 268 wearing the orange, black and silver paint jobs apparently influenced by D&RGW F-units, which also briefly appear in the film. This show is all-Hollywood — telling the historically-based tale of two railroads (the D&RG and Santa Fe) fighting to build through Royal Gorge where there's only room for one. It's really a very good story, and there's lots of fighting and romance and plenty of footage of the narrow gauge in operation to please the railfans. Most of the rail action was shot on the Silverton line, and many of the locations are familiar today. The most spectacular moment in the film is the head-on collison of two live and running 2-8-0s (the 319 and a stand-in for the surviving 268) with dynamite-enhanced "boiler explosions." 89 minutes, VHS only, $29.95 plus $4.95 shipping (Calif. res. add 7.75% sales tax).

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Photographing the Eastman Kodak MP15 at Kingsport, Tennessee, on Fuji Velvia.

Feature Reviews

"Santa Fe's Mojave Mainline," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333; VHS or Beta, 75 minutes, $39.95 plus $4.00 shipping (Cal. res. add 8.25% tax).

Now that condos, concrete and shopping centers have engulfed the tracks around Hesperia and Victorville, southern Californians have to travel beyond Barstow to experience real desert railroading on the Santa Fe. The Needles Subdivision between Barstow and Needles, California, traverses nearly 170 miles of the Mojave Desert as a lonely double track corridor linking San Diego, the L.A. Basin, San Francisco and the San Joaquin Valley with points east. Many of the minor boom towns along the route dried up and blew away after Interstate 40 lured truckers and vacationers off the strips of worn pavement paralleling the railroad. Thus, the scenery surrounding the Needles Sub is more barren and pristine than that along other rail lines in California. Pentrex shows some excellent examples of this throughout the tape and even throws in some fun visuals and comments for fans of old Route 66.

After introductory glances at the Barstow hump yard, the action begins just east of Needles with Super Fleet units leading hot pig train 189 over the Colorado River and into California at Topock. We watch the crew change at Needles and follow 189 west for several runbys on the 1.44% climb of Goffs Hill. A telephoto view captures the phenomenal waves of hot exhaust rippling against the distant desert slopes as 189 approaches Arrowhead Junction, where the north track rejoins the south track after making a detour on a slightly longer but less steep grade out of the Piute Valley.

Continuing west, we encounter more

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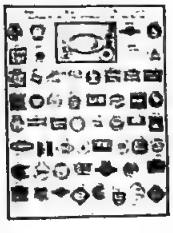

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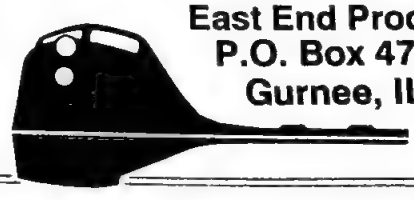

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trains around Goffs, Essex and Danby, some recorded as ordinary, three-quarter wedge views and others artistically done from across great distances to demonstrate how tiny a mile-long stack train can look while rolling across the vast surface of the desert. At Cadiz, Santa Fe trains whiz by in rapid succession while a train off the Arizona & California (with leased MRL GP19 151 on the point) arrives from Parker, Arizona, and swaps interchange cars.

Probably the single best place to observe the Needles Sub is from the hilltop that overlooks the sweeping, zig-zag westbound climb between Siberia and Klondike. With more than ten miles of track visible from our perch, the slow, grinding assault of a manifest freight on the 1.44% grade is intercut with distant shots of eastbounds flying down the south track on an alignment that's steeper (more than 2%) but two miles shorter. Later on, under the golden light of a desert sunset, we watch another westbound climbing the last few miles to the summit at Ash Hill, the sun painting the landscape in hues that match the yellow of the five Santa Fe diesels.

S-curves and rollercoaster grades make for exciting telephoto scenes at Ludlow and Lavic, then it's on to Daggett, where Union Pacific's line from Las Vegas ties in to give UP trains access to the Los Angeles area via trackage rights on Santa Fe. After a couple Santa Fe trains pass, two westbound UPs wheel through the junction *simultaneously*. One is a coal train, utilizing a siding through Daggett that will eventually send it out onto the Santa Fe main behind the other UP westbound.

At the end of our Mojave Mainline journey, several trains arrive and depart Barstow Yard, including Amtrak's eastbound *Desert Wind* led by one of those wildly-striped super cab Dash 8-32PWHs. A pleasant surprise is the former Harvey House train station and hotel, which is nearing the end of its long-awaited and much-deserved restoration. With exhaust heat rippling against an awesome fireball sunset, an SD39 shoves cars over the Barstow hump to seemingly end the show. But wait, there's one final flurry of action scenes back at Ash Hill and Ludlow under dramatic dusk light to close the curtain with a bang.

In one of the best narration jobs of any Pentrex tape, locations, train symbols and other information are given for nearly every runby, and there's plenty of interesting and vital background on the history of the Needles Sub and its environment. Maps and grade profiles appear from time to time to help viewers follow the westward progress of the video. Almost every shot was done under a bright, sunny sky.

My only complaint (which is more of a compliment) is that they didn't squeeze in an extra half hour of this impressive imagery. I would have enjoyed seeing the panoramic view of the Ash Hill grade handled from a couple more angles, and under the kind of dramatic, colorful lighting that's exploited elsewhere in the video. Still, there's ample coverage of the entire route, enough to get you packing the camera gear and ice chest for a weekend of desert photography. Care to take along a free 2-liter bottle of Pepsi? Pentrex encloses a coupon with each copy of *Santa Fe's Mojave Mainline* ordered before February 23, 1993 — B.K.

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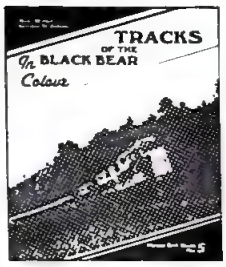

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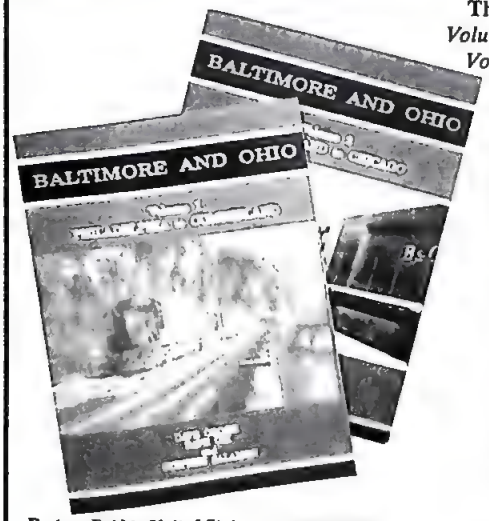

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Railnews

THE *"21st CENTURY LIMITED"* A rapidly materializing project, the *"21st Century Limited"* is a proposed display train, similar to the 1976 *American Freedom Train*, which will tour the United States celebrating the Turn of the Century. Specifics aren't yet available to the public, but as proposed the train would begin touring in 1996 and finish in the year 2000. Using experience and the display car consist from the non-profit *Freedom Train*, steam devotee Ross Rowland with promotor and film producer Ralph Weisinger envision the *21st Century Limited* as a for-profit venture supported by institutional advertising, and the tour will be on a much larger scale with the steam-powered display train running to and from World's Fair-like pavilion sites set up in advance. Corporate backers will make up the bulk of the funding. Each of the ten display cars will depict one decade of the 20th Century and display historic artifacts, selected with the help of the Smithsonian Institution, from the periods.

Of course, the initial steam locomotive planned is C&O 4-8-4 614, owned by Ross Rowland and presently stored serviceable at the B&O Railroad Museum in Baltimore. On November 12, Rowland, Weisinger and public relations people cosmetically altered the 614 to a rough approximation of the proposed *21st Century Limited* appearance for publicity photos and video. Four-by-eight sheets of plywood, paint, colored tape and adhesive letters formed the side skirts, and 614's headlight was centered. The overall appearance was striking (page 4), though the actual locomotive when completed will have only a two-foot-wide skirt on the running boards, rather than the four-foot plywood skirt it wore in Baltimore — and what those plywood pilot skirt points would do the to the clearance diagram we don't even want to think about!. While 614's new dress was applied during the sunny weather that morning, by afternoon the rains came, and not long after our night photos were taken the temporary livery was drowned beyond repair. Incidentally, the left side skirt was a one-sided "photo fake" that ended just behind the cylinder.

Official announcements of sponsors and operational details will be forthcoming in early 1993. Stay tuned.

THE ARIZONA EASTERN When Kyle Railways assumed control of SP's 135-mile Globe Branch in southeast Arizona in 1988 (March 1989 RAILNEWS), it rostered four ex-BN GP9s. In January 1992, the AZER replaced the GP9s (which were reassigned to Kyle's San Joaquin Valley Railroad) with five GP20s. The new units are GP20s 2170 and 2171 (ex-BN 2015 and 2023) off the existing Kyle roster and 2044-2046 (ex-SP/SSW 4112, 4137 and 4148). As of mid-September 1992, the 2045 had become the first of the five GP20s to receive proper AZER two-tone blue paint.

NEW ORLEANS LOWER COAST A bright new image has been adopted by the 23-mile New Orleans Lower Coast Railroad, a Railtex subsidiary based in Belle Chasse, Louisiana, on the south side of New Orleans. Their SW1200 1237 now has a silver carbody with purple, green and yellow stripes — the stripes are the traditional colors of the Mardi Gras. The new paint scheme is a composite of employees' suggestions. The road's general manager Ernie Rice is pleased with the painted locomotive, later adding "...and it matches our hats." The SW1200 arrived on the line during November 1992 having been transferred to NLOR from the Texas Northeast, another Railtex subsidiary. New Orleans Lower Coast's three-unit roster also includes ex-IC GP8s 8375 and 8377, still in IC's black "death star" paint scheme (July '91 RAILNEWS). Plans are to eventually paint both Geeps into the Mardi Gras look, as well.

The New Orleans Lower Coast began operating during March 1991 the former-UP/MP trackage extending from a UP connection at Gouldsboro yard near Algiers (across the Mississippi from New Orleans) south to the end-of-track at Myrtle Grove. The road operates weekdays, and the SW1200 is based in Belle Chasse (Milepost 8.7 from Algiers) to service the Chevron refinery. New Orleans Lower Coast was once part of the 60-mile New Orleans Southern & Grand Isle Railway which became the New Orleans & Lower Coast Railroad Company in the 1920s; it later became a Missouri Pacific subsidiary.

NEW HOPE & IVYLAND On November 11, 1992, a photo freight was run between New Hope and Lahaska, Pa., with former-Lancaster & Chester 2-8-0 No.40 hauling NH&I's refurbished PS-1 boxcar, a tank car and authentically-lettered Reading caboose. Fourteen photographers rented the train and locomotive for the morning (for the modest sum of $25 each), and runbys were performed at various — mostly otherwise inaccessible — locations along the uphill route. The photographers rode the caboose from spot to spot, and the "Forty" had to be back at New Hope in time for the 12:15 p.m. regular passenger run. R&R contributor Tom Kelcec organized the venture, and despite the cloudy skies the locomotive put on quite a show and satisfied everyone (even Kelcec!).

The New Hope & Ivyland operates weekends year-around between New Hope and Lahaska (a nine-mile round trip) and a daily schedule from mid-April through November 30. New Hope tourist trains give a tasteful impression with their authentically-painted Reading coaches and an appropriate Baldwin livery on the locomotive.

NEVADA NORTHERN Railfan Chris Skow organized a weekend of photographer-oriented steam-powered trains on the Nevada Northern during the October 31-November 1, 1992, weekend using NN's 1910 Baldwin 4-6-0 No.40. Saturday featured No.40 with three wooden passenger cars from East Ely west to Keystone and return, and then the same consist ran from East Ely toward McGill, in the opposite direction, and return. Sunday's train was a mixed with three freight cars and a coach on the same schedule as the previous day's passenger trains. Each round trip was roughly 16 miles with several photo runbys performed. A Saturday night photo session had the 40 posed with the Ely shop buildings. Diesels got a participate, as well, when a hot journal on the 4-6-0 on Sunday caused NN's former-Kennecott Copper Alco RS2 105 and RS3 109 to rescue the special, enabling the 40 to return after repairs could be made. Roughly 40 photographers paid $375 apiece for the weekend (the fare included rooms, meals and a Saturday night banquet). A similar event has already been scheduled for October 30 and 31, 1993, and it is expected to sell out quickly. An added attraction for 1993 should be Nevada Northern's 2-8-0 No.93 built by Alco/Pittsburg in 1909, whose restoration is nearly complete at the Ely shops.

Nevada Northern operates one-and-a-half hour tourist trains on select weekends between from late May through mid-September. For information on next year's charter, contact Chris Skow, Trains Unlimited Tours, P.O. Box 1997, Portola, CA 96122; 916/836-1745.

EDAVILLE 0-4-0T No.3 On October 10, 1992, Mr. Phineas Sprague operated Edaville Railroad two-foot gauge 0-4-0T No.3 (formerly Monson Railroad No.3) and a coach in Portland, Maine. The train was "snap tracked" over Commercial Street using 150-foot sections of track that were leap-frogged along by volunteers (page 4). The purpose of the exercise was to draw attention to an attempt to bring some or all of Edaville's now defunct operating museum "back home to Maine." A small but enthusiastic crowd was in attendance during the operation. Also assisting were a group simulating Civil War vintage soldiers and civilians. The locomotive was on loan to Mr. Sprague, and many legal obstacles would need to be overcome before any two-foot equipment could be sold off of the Edaville site at South Carver, Massachusetts— FRANCIS J. DiFALCO.

MILWAUKEE ROAD 4-8-4 261 On September 20, 1992, Wisconsin Central GP40 3004 departed Green Bay, Wisconsin, with Milwaukee Road 4-8-4 261 and a restored Milwaukee Road baggage car in tow, bound for Minneapolis. The final leg of the trip on September 22 included the crossing of the St. Croix High Bridge over the St. Croix River in western Wisconsin (page 4). Upon arrival in Minneapolis, the 261 was delivered to its new home at a General Electric facility on the city's north side, a site where the locomotive's mechanical restoration will be completed.

The 261 was leased from the National Railroad Museum in Green Bay by North Star Rail and moved to Green Bay's ex-Milwaukee Road enginehouse in March 1992. New roller bearings were installed on the tender trucks, and running gear repairs were made, all to get the 261 road ready for its deadhead move to Minneapolis, where North Star Rail will oversee the 4-8-4's complete overhaul and restoration to running condition, expected in mid-1993. To stay informed on or get involved with the project, write to the Friends of the 261, 4322 Lake Point Court, Shoreview, MN 55126.

WATCO SUBSIDIARIES The Watco Company has been adding new locomotives and trackage to its family of short line subsidiaries. South Kansas & Oklahoma, which operates approximately 290 miles

KODACHROME DAVE GOODHEART

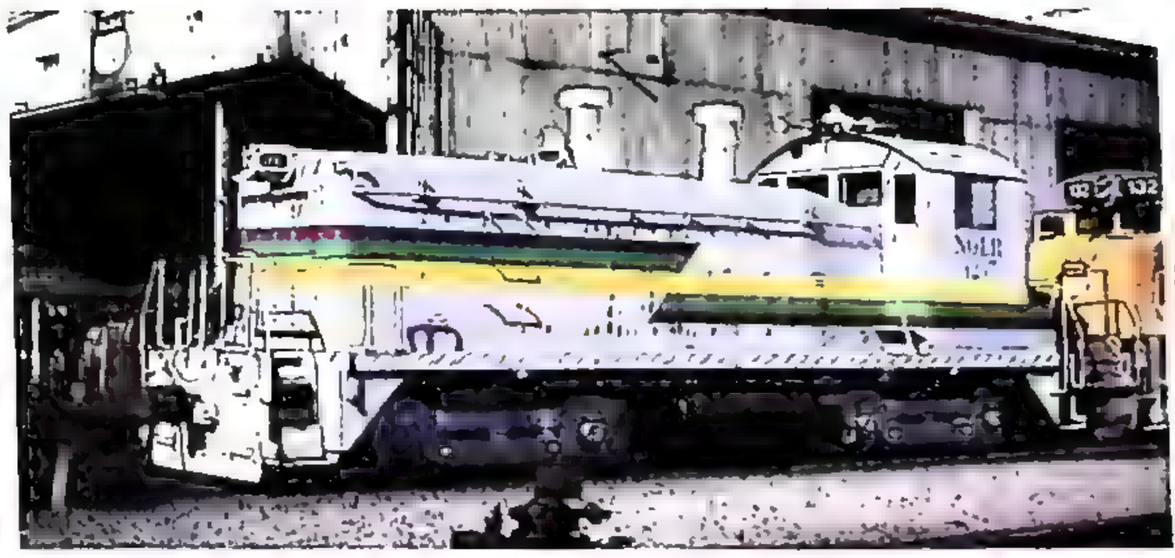
THE NEVADA NORTHERN provided a turn-of-the-century atmosphere for a weekend of photographer's specials out of Ely, Nevada, during October 31-November 1, 1992. One of the Sunday trips had 1910 Baldwin 4-6-0 No.40 powering a mixed train on the Mill Branch to McGill Smelter.

FUJI CHROME VELVIA J.M.BOYD

NEW HOPE & IVYLAND operated a photo freight chartered by Tom Kelcec on November 11, 1992, featuring 2-8-0 No.40 and a three-car consist. It is shown here just outside of New Hope on one of the day's numerous photo runbys, staged for the 14 participants who rode in the caboose.

THE ARIZONA EASTERN has applied its paint scheme to GP20 2045 (ex-SSW 4137), one of five GP20s delivered to the Kyle subsidiary in early 1992. On September 12, 1992, the 2045 was eastbound at Globe, Arizona, (**below**) with two other GP20s of conspicuous BN and SP heritages.

KODACHROME ALAN MILLER



KODACHROME GERALD SIMES

WATCO SUBSIDIARIES South Kansas & Oklahoma and South East Kansas reveal their different paint schemes in the meet between SKOL GP30s and SEKR GP7s at Chetopa, Kansas., on September 28, 1992 (**below**).

NEW ORLEANS LOWER COAST SW1200 1237 was seen at UP's yard in Avondale, Louisiana, on October 4, 1992, wearing its new paint scheme with "Mardis Gras" striping. NOLR's black GP10s will be painted as time permits.

KODACHROME DAVID SMITH

of ex-Santa Fe track in southeast Kansas and northeast Oklahoma, has added ex-KCS GP30s 4111 and 4114 to its previously all-GP7 roster. The units wear SKOL's silver and dark blue variation of the Santa Fe-inspired yellow and blue scheme worn by GP7s and CF7s of Watco sister Southeast Kansas Railroad. SEKR operates 130 miles of ex-Katy and MoPac lines in Kansas, Missouri and Oklahoma and also manages another Watco subsidiary, the Osage Railroad, which involves 35 miles of ex-MoPac track between Tulsa and Barnsdall, Oklahoma. The SEKR and SKOL operations overlap in the vicinity of Watco's headquarters at Coffeyville, Kansas.

Watco also manages contract switching operations across the country, including a Boise Cascade paper mill at Wallula, Washington. In mid-November 1992, Watco closed a deal with Union Pacific which, if approved by the ICC, will make Walla Walla (30 miles east of Wallula) the headquarters for two new Watco short lines. The Palouse Railroad plans to purchase 111 miles of track that runs from UP's Hinkle-Spokane main line at Hooper Junction east to Winona, Washington, there splitting north to Thornton, Wash., and east to Moscow, Idaho. The Blue Mountain Railroad plans to lease 94 miles of track that runs from UP's Hinkle-Spokane main at Wallula Junction, Wash., east to Walla Walla, there splitting north to Dayton, Wash., and south to Weston, Oregon. These lines are among UP's branches in the agriculturally rich Palouse region of eastern Washington which have been slated for abandonment for the past few years. The UP has already torn up track on certain branch segments. During the peak lentil and wheat season, cuts of 80 or so loaded hoppers being set out for main line trains at Hooper Junction have been common, but the year-around average haul on the Palouse branches has dwindled to the point where UP says it can no longer service them at a profit.

DANBURY RAILROAD DAYS The Railroad Museum of New England organized and hosted "Danbury Railroad Days," a two-day festival of displayed equipment and excursions held on October 10 and 11, 1992, at the Metro-North passenger depot in Danbury, Connecticut. Centerpieces of the event included RMNE's restored New Haven U25B 2525 and a pair of Connecticut DOT McGinnis-painted FL9s supplied by Metro-North Commuter Railroad. Recently restored equipment at the event included a Boston & Maine steel milk car (complete with milk cans), a beautiful Central Vermont wooden caboose and Boston & Maine SW1 1109 restored to its as-delivered black livery (page 64) with research help from Jack Wheelihan of EMD. The historic equipment had ferried to Danbury over the Amtrak's Shore Line from RMNE's Old Saybrook, Conn., home during the previous week.

Highlights of the weekend included excursions on both days. On Saturday the U25B led the McGinnis FL9s and five MNCR Bombardier commuter coaches from Danbury to Waterbury, Conn., via Derby Junction, and return in the morning, and Saturday afternoon featured two "shuttles" from Danbury west to Brewster, N.Y., also with the U25B and FL9s as motive power. On Sunday morning a trip ran from Danbury to Dover Plains, N.Y., and return, followed by two more "Brewster shuttles."

The two-day event was well attended, and the excursions were nearly full. The Railroad Museum of New England is active in preserving the region's railroad heritage, and their equipment collection is based in Old Saybrook. In recent years they have been aggressively restoring equipment, and this was the first time since 1988 that the U25B had pulled a train. The RMNE was formerly known as the Connecticut Valley Railroad Museum (CVRM), and they are working on more events, including a possible Railfan Day on the Valley Railroad in Essex, Conn., during 1993. Information on the group can be obtained by contacting RMNE at P.O. Box 97, Essex, CT 06426.

BESSEMER & LAKE ERIE F7 In October 1992, the B&LE's Western Allegheny F-units were retired and put up for sale. After working the western Pennsylvania coal line for the better part of 20 years (see "The Kaylor Chronicles," July 1982 R&R), the Fs are being replaced by B&LE SD9s. The Kaylor engine facility is being closed, and the Western Allegheny job will now be worked out of Butler.

Although the Fs have looked run-down for the past couple of years, they were still up to the task of running to Queen Junction and back on an "as needed" basis, ranging from once or twice a month to four or five days a week. The last daylight trip with a pure A-B-A set of the Fs occurred on Wednesday, October 7, when F7A 727, F7B 721 and F7A 728 handled the first half of an 80-car coal shipment west to Dunkirk, New York (page 64). On Tuesday, October 13, the Fs made a pre-dawn trip to Queen Junction, where the ailing F7A 727 was exchanged for SD9 846. This lashup was then used until the Fs were off line on October 21. The B&LE F-units have been used very little since being rebuilt with "GP38 innards" in the late 1970s. This should make them viable candidates for sale (reportedly $30,000 each) to a short line or regional railroad — NANCY STACY.

THE LAST COMMUTER RUN Engineer Gary Olszewski had the privilege of running the final E-unit powered suburban train on BN's ex-CB&Q corridor into Chicago on October 16, 1992. Burlington brass saw fit that the final run be *led* by the locomotives, not pushed as is normal for eastbound "dinkies." The train was turned the prior evening at Chicago before its westbound run to the commuter zone's outlying terminal at Aurora, leaving E9Am 9913 and E8Am 9900 facing east. At the end of their historic last commuter run, the two Es pulled their train into Track 16 at Chicago Union Station (page 64) — BRUCE C. NELSON.

COTTON BELT 4-8-4 819 The Cotton Belt Rail Historical Society's 4-8-4 819 made its annual trip from Pine Bluff, Ark., to Tyler, Texas, for the Tyler Rose Festival over the weekend of October 16-18, 1992. The 819 departed Pine Bluff on Friday with 14 cars, and it made ten stops along the 283-mile journey. It returned on Sunday, triumphant after turning in another near-perfect performance. And despite the rainy weather, people turned out by the hundreds for the festival.

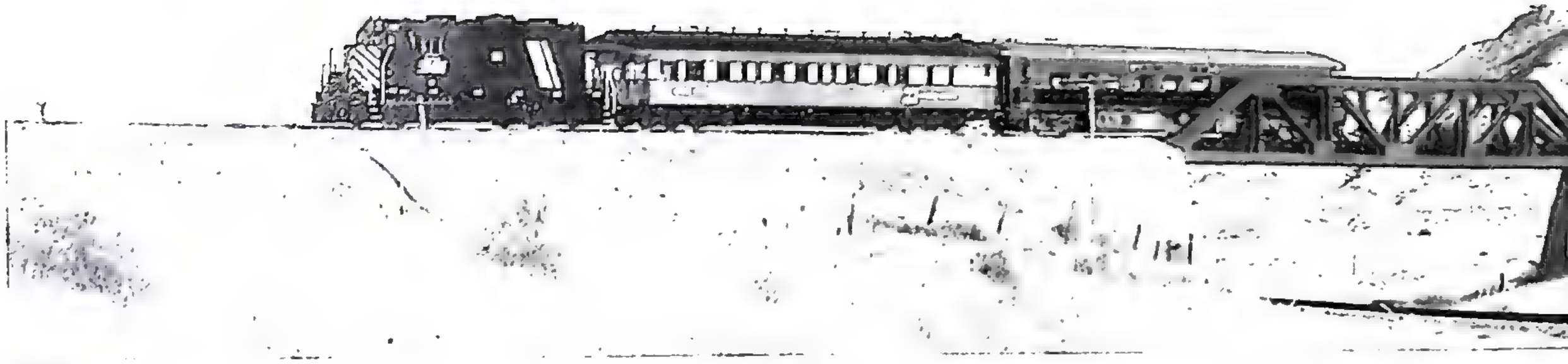
The Cotton Belt Rail Historical Society is working on plans for additional trips with 819 in 1993. Watch TIMETABLE.

IN NEED OF A FACELIFT A group of enthusiasts and local historians rallied by railfan Ed Lynch has begun a project to cosmetically restore and repaint Milwaukee Road "Little Joe" electric locomotive E-70 on display at Deer Lodge, Montana. Built by GE in 1948 for the Soviet Union and prohibited from export by the Cold War, it was one of twelve bought by the Milwaukee Road. The name "Little Joe" refers to Joseph Stalin. E-70 is the sole surviving Milwaukee Joe, although the Illinois Railway Museum and the B&O Museum in Baltimore each have one of the Chicago South Shore & South Bend Joes. The E-70 had run on Milwaukee's famed Rocky Mountain division until retirement in 1974, and it has been in the park at Deer Lodge since mid-1975.

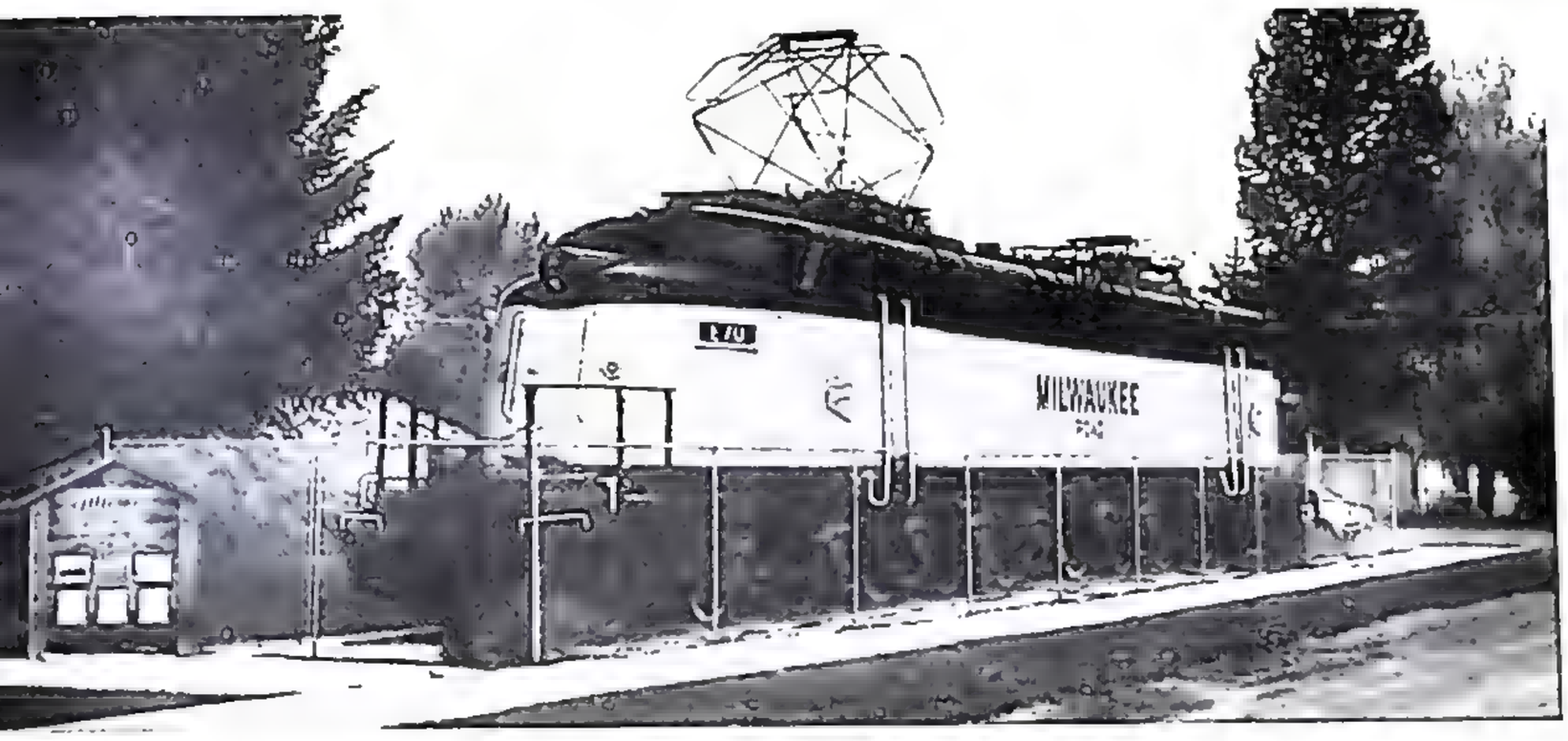
A non-profit entity called MilWest has been formed to raise money for the project — thousands are needed. A $100.00 donation will get the contributor's name on a plaque at the display site. Plans are to sandblast the entire carbody and repaint E-70 into the circa 1954 orange and black livery with maroon side panels and to wire the headlights, class lights and number boards for illumination. The goal is to complete the job by mid-1994, the 20th anniversary of the end of the Milwaukee Road electrification. To make a donation, contact: MilWest, E-70 Restoration Fund, 1106 Main Street, Deer Lodge, MT 59722. Donations are tax-deductible.

CPR 2-8-2 5468 Canadian Pacific P2k-Class Mikado left the Canadian Railway Museum at Delson, Quebec, and was shipped west during September to a newly forming museum in Revelstoke, B.C. The locomotive was prepared for its nearly 2500-mile journey and placed in a Canadian Pacific "hospital train" accompanied by derelict work equipment to be scrapped, cars needing heavy repair and GP9u 8245 going to Ogden Shop in Calgary for wreck repairs. The move was less than perfect for the Mikado, as it developed a serious bearing problem which required it to be set out at White River, Ontario, roughly 600 miles into the trip. The 5468 was still there at press time, and both museums are working on a solution to getting the locomotive repaired and moving.

THE EXPANDING MRL On October 13, 1992, Montana Rail Link leased and assumed operation of Burlington Northern trackage between Phosphate and Helena, Montana. Referred to as "The Gap," this 51-mile piece of the ex-Northern Pacific main line was retained



KYLE BREHM



ED LYNCH

IN NEED OF A FACELIFT today, Milwaukee Road "Little Joe" GE electric locomotive E-70 was in better physical condition when this October 1978 photo was taken at Deer Lodge, Montana. The non-profit MilWest organization has begun raising money to restore the Little Joe to its original appearance.

ROSS HARRISON

CPR 2-8-2 5468 from the Canadian Railway Museum at Delson, Quebec, was stopped to nurse a hot bearing at Mileage 70 (**left**) west of Montreal on September 19, 1992, during its CP ferry move to the new museum being built at Revelstoke, B.C.

THE EXPANDING MRL ran an inspection train to Minneapolis via BN's portion of the former Milwaukee Road main line. On October 28, MRL GP19-1 151 led BN and MRL business cars west off the Milwaukee Road line at Terry, Montana, crossing *over* and then onto BN's ex-NP main line.

TOM KLINE

COTTON BELT 4-8-4 819 led another steam trip from Pine Bluff, Arkansas, to Tyler, Texas, for the annual Tyler Rose Festival October 16-18, 1992. In Arkansas on the 16th, the westbound special hammered around the curve approaching Buena Vista siding and a meet with the SP's hot LAMSF.

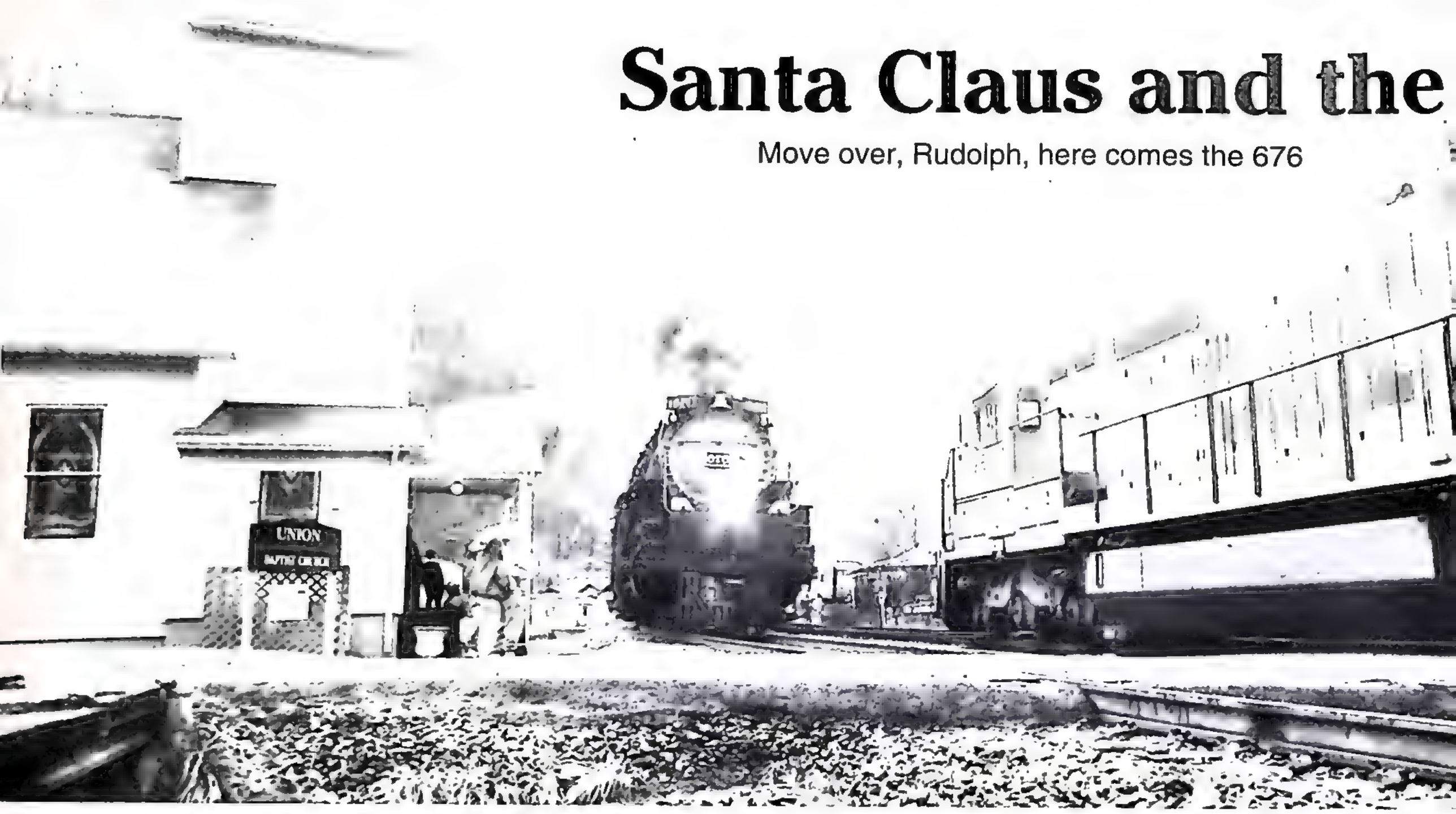
by BN when it spun off the majority of its southern Montana lines to MRL in 1987. This preserved BN's direct access out of Great Falls to the Montana Western interchange at Garrison (east of Phosphate); MRL operated over the Gap via trackage rights. Now it's MRL's trackage, and MRL will service the MWRR interchange and hand off the cars to BN at Helena. A key feature of MRL's new trackage is the grueling climb (1.4% eastbound, 2.2% westbound) over the Rocky Mountains on Mullan Pass. Westbound unit grain trains typically require *two* helper sets, one at mid-train and one near the hind end, to overcome this hill. MRL will be installing 5000 new ties and 1.4 miles of curve rail on the line.

As part of the same deal, MRL purchased twelve miles of BN's more southerly ex-NP secondary line over the Rockies between White Hall and Spire Rock, Montana. Dormant since the mid-1980s, this track will extend MRL's existing branch out of Logan to tap a new ballast quarry and will bring MRL operations very near to the summit of the abandoned 2.2% grade over Homestake Pass.

It's reported MRL is already pondering an even bigger expansion. In late October, MRL GP19-1 151 led a two-car business train east to Minneapolis/St. Paul and return. The trip enabled inspection of the 480-mile stretch of BN's ex-Milwaukee Road main line between Terry, Montana, and Ortonville, Minnesota. Most of the line is owned by the state of South Dakota and currently sees a light flow of eastbound coal and westbound grain. Under MRL control, the line could become a low-cost corridor for shippers between the Upper Midwest and the Pacific Northwest.

Santa Claus and the

Move over, Rudolph, here comes the 676



THE CSX *SANTA CLAUS SPECIAL* eased past the Dante, Va., Union Baptist Church as a freight was doubling into the yard. There was a scramble for goodies as Santa rolled past.

The ghost of the Clinchfield Railroad arose and steamed through Appalachia for a few days in November 1992 as a salute to the 50th running of the annual *Santa Claus Special*.

To provide appropriate power this historic run between Shelby, Kentucky, and Kingsport, Tennessee, CSX Transportation went 1500 miles to Cheyenne, Wyoming, to bring in a suitable stand-in for a Clinchfield steam locomotive: Union Pacific 4-6-6-4 3985. The choice was an excellent one, for in 1943 six Challengers for the Denver & Rio Grande were added to the Union Pacific's Alco order which included the 3985. After World War II, the six Rio Grande 4-6-6-4s were sold to the Clinchfield, where they were numbered 670-675.

For the 1992 Santa Claus trip the 3985 was renumbered "Clinchfield 676" — the next number after the Clinchfield's own 4-6-6-4s. The "Clinchfieldized" Westerner looked right at home steaming through eastern Kentucky, western Virginia and eastern Tennessee across bridges still lettered CLINCHFIELD, rolling by the front door of the First Baptist Church in Dante and blasting past hoppers parked at coal tipples.

The *Santa Claus Special* is a tradition along the northern end of the Clinchfield begun in 1943 — the same year the 3985 was built! It annually attracts more than 25,000 people who bring their children and grandchildren to see Santa and take home a stuffed bear, toboggan or a treat thrown from the rear platform. Thousands more probably came out this year to see the steam locomotive — the first steam-powered Santa train since Clinchfield's restored 4-6-0 No.1 last made the trip in 1978 (No.1 today resides in the B&O Museum in Baltimore). The Clinchfield Santa train provides a bright ray of Christmas cheer to a traditionally depressed area, and volunteers with the sponsoring Kingsport Chamber of Commerce tossed off 15 tons of gifts worth $350,000 this year.

Steam for Santa?

The trek from Wyoming to Tennessee was one of the longest for the UP steam program and marked the eastern-most trip for UP steam program power. But the journey actually began in late 1989 when CSX's vice president of operations Jerry Davis traveled to Kingsport on a routine visit to one of the company's large shippers, Tennessee Eastman. During the visit, he met David DeVault, the manager of rail traffic for Tennessee Eastman and a well-known Clinchfield enthusiast and photographer. DeVault had noted the 3985's potential to display CRR charm during UP steam excursions in Wyoming 1987 and 1988. The latter trip had resulted in a night photo at Cheyenne in which the 3985 was disguised as CRR 675 by DeVault, Ron Flanary, Steve Patterson and other members of the "Clinchfield Mafia" (October 1988 R&R).

PHOTOGRAPHY MIKE DEL VECCHIO, EXCEPT AS NOTED

"The first time this came up was when David DeVault mentioned it," Davis said during an interview on the Santa train. DeVault noted the important 50th anniversary coming up and the

Clinchfield Challenger

by Jim Wrinn

similarities between the UP engine and the CRR's own Challengers. It didn't hurt that Davis had just come from the UP where he had been a staunch supporter of the steam program.

"I made a call to (UP Chairman) Drew Lewis, and he said it was possible," Davis said. "It took two years of planning, but we were able to do it."

The 3985 traveled from its base in Cheyenne via St. Louis, Memphis and Louisville in early November, displaying in numerous cities and handling one-way passenger excursions on the UP lines en route. The week before the November 21 Santa Claus train, the UP consist (two water canteens, tool car *Art Lockman*, support boxcar 24336, power car 205, boiler/dorm 209, concession car *Sherman Hill*, coach *City of Salina* and the office car *Kenefick*) arrived in Huntington, W.Va., where the 3985 was relettered and renumbered using black magnetic sheeting silk-screened with gold CLINCHFIELD lettering. Due to the numerous rivets on the tender, the magnetic material for the tender was put on a sheet metal letterboard that was bolted to the tender side; it was applied directly to the cab side and had the edges sealed with black tape. The UP shield was removed and a Clinchfield-style rectangular number plate was affixed to the smokebox door (that rectangular plate was unique on the Clinchfield to the 670-series Challengers, as it was simply the D&RGW plate retained and renumbered). Four CSX cars, including the office cars *North Carolina* and *Baltimore*, were added to the consist at Huntington.

On Thursday, November 19, the "Kenova Dog" roustabout job hauled the consist backwards to BS Junction in Catlettsburg, Ky., where the GP40 cut off and the Challenger and train headed down the former C&O Big Sandy Subdivision No.19. It was great listening to the scanners as the Jacksonville dispatcher would call the "Clinchfield 676" on the radio (although for the first few miles of the trip the CSX conductor kept using the wrong engine number, identifying his train as "Clinchfield 672" — and the railfans kept waiting for a meet between the two Challengers).

The weather was rainy and foggy as the train traversed the C&O, but as it approached "Clinchfield Country" the clouds parted for a glorious blue sky romp over "home rails." With the Clinchfield and C&O now being full members of CSX, the traditional C&O/CRR connection at Elkhorn City has been moved a few miles north to the C&O Shelby Yard at Shelbiana, just south of Pikeville, Kentucky.

The southbound move went smoothly until Boody, Va., between Dante and St. Paul. There, on an extremely tight main line curve, as the boiler articulated, the left side running board snagged the side ribbing of a hopper car on a coal train waiting in the siding. CSX officials said the steam train was traveling at proper speed — about 18 m.p.h. — but a switch apparently jostled the giant locomotive enough to make it graze the adjacent car. A small section of running board was bent, but otherwise there was no significant damage. The locomotive and its train continued to Kingsport for the night, where the running board was repaired. (Clinchfield veterans remembered that when the Rio Grande Challengers arrived, many of them banged up running boards as they found the "tight spots" on the railroad.)

Wye — Not!

The next day was the traditional Friday afternoon dash from Kingsport to Shelby. CSX lined up a ten-car Santa train this year, the longest in recent history. It was mostly a handsomely matched CSX consist in blue and gray with gold lettering and only the canteens, tool car and *Kenefick* carrying Armour yellow.

But a stubborn paved crossing on the wye in Kingsport was to change all plans for the weekend. The wye had

been used by the Clinchfield's own 4-6-6-4s in the past, but some changes in recent years caused a problem. While backing the huge locomotive through the wye, a flange on the rigid centipede tender lifted off the rails where a street had been paved up to the rails. Although the wye had been greased and had new ties installed, the 3985 would not go through despite the coaxing of a diesel.

CSX officials decided to send the deadhead Santa train with its 140 volunteers and media on board to Shelby behind wide-nose GE 7782. The Challenger would follow, still facing south, in tow behind a diesel. That way the steam locomotive would be in position for the important job of the Santa Claus train. Since the change of plans stretched out the working days for the UP crew, they found themselves somewhat short-handed. When Jack Wheelihan of the 4449 *Daylight* crew showed up to chase the train, Steve Lee immediately "drafted" him as a qualified oil fireman (something a little difficult to find in coal country). That gave the UP team two engine crews (engineer Steve Lee and firemen Lynn Nystrom and engineer Bob Krieger and fireman Jack Wheelihan).

Santa on the rails

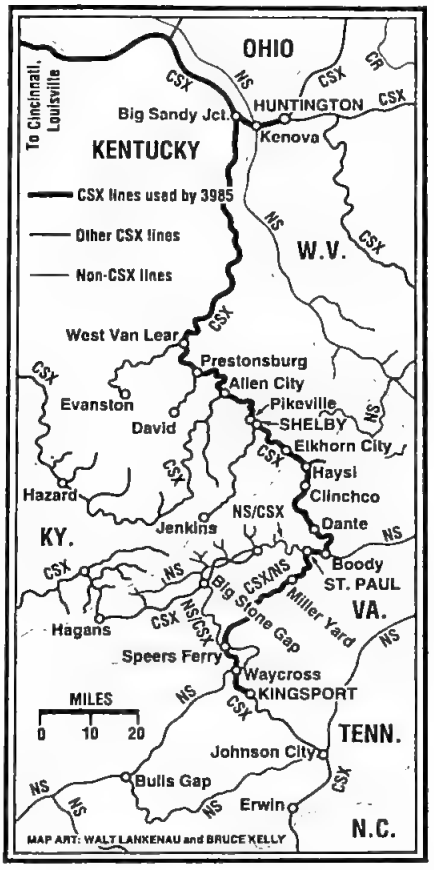
At 7:30 a.m. on Saturday morning, the Challenger rolled out of Shelby with CSX President Jerry Davis sharing the platform of CSX's *West Virginia* with Santa Claus. The "media" was everywhere, and with an Alco 4-6-6-4 on the head end, they sported a celebrity "Bald One" on the back — Joe Garagiola from NBC's "Today" show was handing out gifts and candy alongside Santa at nearly every stop and was a tremendous hit with the crowds.

Although the weekend weather turned out to be dismal, the locomotive drew railfans from across the country to chase and photograph the 110-mile run. This was the first steam on the Clinchfield since July 1979 when Southern Railway's leased ex-Canadian Pacific Royal Hudson 2839 had run down the Big Sandy sub and continued on the Clinchfield as far south as Johnson City.

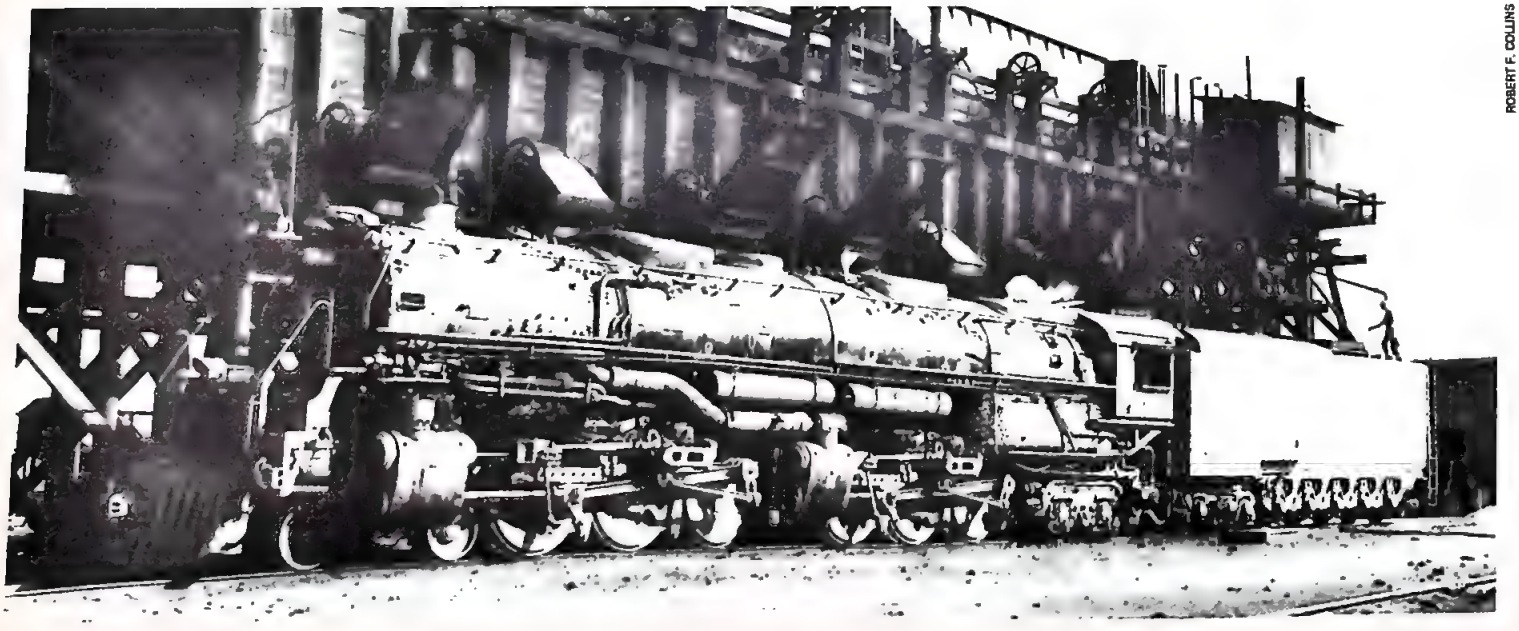
The railfans weren't the only ones on the road, however, as chasing Santa is also a tradition among the local folks, and at one point the motorcade exceeded two miles. The 676 Santa train's 15-m.p.h. top speed helped compensate for the long line of cars. Most railfan chasers were able to use the numerous stops and slow-downs to out-think the local motorcaders and hop-scotch the train for their photos. The motorcade would tend to speed up greatly when the train was out of sight of the highway, but one or two pickups of local pacers could really jam up traffic where the road and track were side by side.

The fans all chose their favorite spots, but nearly everyone tried to catch up to the train by the time it reached the huge Copper Creek Viaduct at Speers Ferry, Virginia. After easing across the trestle with cylinder cocks and blow-downs open, the Challenger sat on the bridge for about ten minutes for photos. A crowd estimated at more than 1000 had gathered along the highway to see the spectacle. Nobody was about to miss this once-in-a-lifetime event.

After the Santa run, in Kingsport there were exhibit cars with displays and movies about the Clinchfield and the Santa train and, of course, the annual Christmas Parade, which Santa joined upon arrival in Kingsport. For the rail enthusiasts, though, there was still another show.



THERE WAS FIRE ON THE MOUNTAIN as the **Santa Claus Special** rolled across the Russell Fork (**top**) and into Elkhorn City, Ky., on November 21. The smoke beyond the bridge is from a mountainside forest fire. Compare the Clinchfield's 670, shown at the Erwin, Tenn., coaling ramp on May 15, 1951, with UP 3985 as Clinchfield 676 shown (**opposite bottom**) ready to depart Shelby on the 21st. Initially, the Clinch had kept the smokebox top number boards but soon converted to a single stack. For color, see page 70.



ROBERT F. COLLINS

JIM DURHAM

Encore Sunday

On Sunday, November 22, CSX operated a shippers and volunteers appreciation special from Kingsport to St. Paul and return. Though the distance was shorter, the trip operated in a manner similar to the Santa Claus special, with the Challenger going out backward behind a diesel at 30 m.p.h. to St. Paul shortly before the 9:00 a.m. departure of the northbound diesel-powered passenger special. Replacing the *West Virginia* on the rear of the train was CSX theatre-style track inspection car.

The two sections of the special arrived in St. Paul and proceeded to the Norfolk Southern interchange yard at Boody, where the diesels came off and the Challenger took over for the return to Kingsport. Sitting at Boody in the midst of hoppers, the Challenger crew took the time away from the crowds to blow down the boiler. The shower of leaves and steam blowing through the hoppers created a scene right out of the late 1940s.

The special performed a photo runby for its passengers at the secluded and now-abandoned Miller Yard interchange with the Interstate Railroad. Then it swept along at 40 m.p.h., leaving chasers behind on the winding two-lane roads. A meet at Starnes, Va.,,allowed most chasers to catch up with the train in time to reach Copper Creek viaduct. Again, the train paused on the trestle; this time the locomotive perched right above the section of bridge that read "CLINCHFIELD RAILROAD." It was a dream come true for people like David DeVAult, who had first proposed the idea, and the folks who run the *Santa Claus Special* at both the Kingsport Chamber of Commerce and CSX Transportation. Even through there had been problems, they were all solved in a calm, professional manner, and the show went on. As the train eased off the bridge, the sound of an airhorn from a northbound Norfolk Southern hopper train returned everyone to reality. The steam train paused for the over-and-under (actually, over and beside-way-down-below) view from the highway.

Thus ended an incredible weekend of resurrected steam on the Clinchfield. Santa Fe engineer Steve Patterson, who had seen Clinchfield 670s when he was growing up in Kingsport and now had a Challenger in his hometown again summed up the railfans' reaction: "Now I'm gonna have to get the film developed and see if this really happened."

The tradition continues

As this is being written, the Challenger is making its way back along the Clinchfield to Huntington to resume its UP identity. From there, it will return to Cheyenne, ending a fantastic year that has seen the engine roll near the Pacific shores for the NRHS convention in California and close to the Gulf of Mexico for the Republican National Convention in Texas and in the Appalachians for Santa Claus.

Back in Kingsport and CSX headquarters in Jacksonville, most people involved with the operation felt good about the Santa Claus train. "I'm in the Christmas spirit now," Jerry Davis grinned. He said the railroad plans to continue the *Santa Claus Special* tradition that has become such a part of the community in these parts.

Although future trips will likely be run with diesels as in the past, for a few days in 1992 the "Clinchfield 676" proved one thing: Yes, Virginia, Kentucky and Tennessee, there is a steam-powered Santa Claus.

The "New" Tip-Up

Railfans are always looking for a headlight down the track. As I drove eastward from Gilman on Illinois 24 I really didn't expect to see one on the TP&W that morning, but suddenly, there it was, headed west. I pulled off the road and prepared to take a picture. As it got closer, a sense of deja vu came over me. I wondered if I had unknowingly gone through a time warp. New York Central passenger lightning stripes? On GP20s? In 1992?

A set of engines off a coal train hopping back to East Peoria with a lone tank car was my introduction to the Toledo, Peoria & Western Railway Corporation, the present day rebirth of a Midwest regional that had vanished into the Santa Fe and reappeared as an independent within a single decade. Although the appearance of today's TP&W is quite different from its traditional predecessor, only the change from "Railroad Company" to "Railway Corporation" marks its name. The "Toledo, Peoria & Western" part remains unchanged — and it still doesn't get anywhere near Toledo.

A tumultuous history

In 1837 the Illinois legislature appropriated money for several railroads, among them a line from Warsaw, Ill., just below Keokuk, Iowa, to Peoria on the Illinois River. Not much happened until 1849, when a charter was granted to construct a line from Peoria via Galesburg to Oquaka, Ill., on the Mississippi River just above Burlington, Iowa. Only the line to Galesburg was built, completed in 1857. Poor Oquaka was left out in the cold. Meanwhile, in 1852, an extension from Peoria eastward to the Indiana line at Effner, Ill., was authorized as the Peoria & Oquaka Eastern Extension, and it was completed by the end of 1859. In 1861 the name of the road was changed from Peoria & Oquaka Railroad Company to Logansport, Peoria & Burlington Railroad Company and was projected as a part of the "Grand Transcontinental" or "Middle Route." By the middle of 1862 the line was in foreclosure, and the Peoria to Burlington portion was sold to the CB&Q. The Peoria to Effner portion was sold in 1864 to the Toledo, Peoria & Warsaw Railway Company, which also took over an eleven-mile line constructed by the Mississippi & Wabash Railway Company in 1859 from Warsaw to Elvaston, Illinois. Over the next nine years, the gap between Elvaston

THE NEW YORK CENTRAL inspired image of the new TP&W was evident on GP20u 2017 on June 26, 1992, as it idled at Hoosierlift (**above**), the 2016 leading a westbound set at Piper City, Ill., on June 18 (**right**) and the 2002 (**below**) leading the intermodal hotshot QLAHL onto the Santa Fe's Mississippi River bridge at Fort Madison, Iowa, on July 6. The ex-B&LE F7 720 (**opposite bottom**), shown at East Peoria on June 30, 1992, will get the lightning stripe, as well. Behind the 720 is wreck-rebuilt GP20u 2001.

genius at railroad operations, he is also described as totally lacking in personnel relations skills. Over the next ten years he stopped passenger trains, discontinued runs into East Burlington via the CB&Q, built the Santa Fe connection at Lomax and a new yard in East Peoria (including a 22-car icing facility) and ordered six new 4-8-4 locomotives. His administration set up the format of the "modern" TP&W as a fast east-west connection across northern Illinois between the Pennsy at Effner and the Santa Fe at Lomax.

But McNear also totally alienated his operating employees who repeatedly struck the road. Right at the onset of World War II, the federal government was forced to seize and operate the road after it was struck on December 28, 1941. This strike lasted until after McNear was shot to death while walking his dog the evening of March 10, 1947, by an unknown assailant. On April 17, 1947, an agreement was reached ending the strike.

J. Russel Coulter from the Frisco took over as president and began a series steps to improve operations. Many line improvements were made, including a complete rebuilding of the grade from the East Peoria yard up Washington

and Peoria was filled. In 1873 a line was built north from La Harpe, Ill., to a connection with the CB&Q. This line crossed the Santa Fe east of the present day Lomax, Illinois.

From 1874 until 1926 the TP&W underwent many transformations through receiverships, foreclosures and numerous reorganizations. Perhaps the most important of these was the sale at fore-

Hill eliminating five bridges and using 115-pound rail. Industrial development was also pushed.

In 1953 the TP&W was recapitalized and reincorporated in Delaware. Two years later the Santa Fe moved to acquire the road and was joined by the Pennsylvania Railroad, which wanted a half interest. This was opposed by the Minneapolis & St. Louis, and the sale to the Santa fe and Pennsy was delayed until 1960.

The TP&W enjoyed the '60s, with the Santa Fe and the Pennsylvania using it as a fast bypass route around Chicago. With the 1970s came the first unit trains of coal and grain. But the new decade brought problems also. In February 1970 a barge tow hit the Illinois River bridge, putting it out of commission and resulting in a very costly trackage agreement with the Peoria & Pekin Union Railway. June 21, 1970, saw two disasters befall: a very expensive train wreck at Crescent City, Illinois, and the bankruptcy of the Penn Central.

Santa Fe control

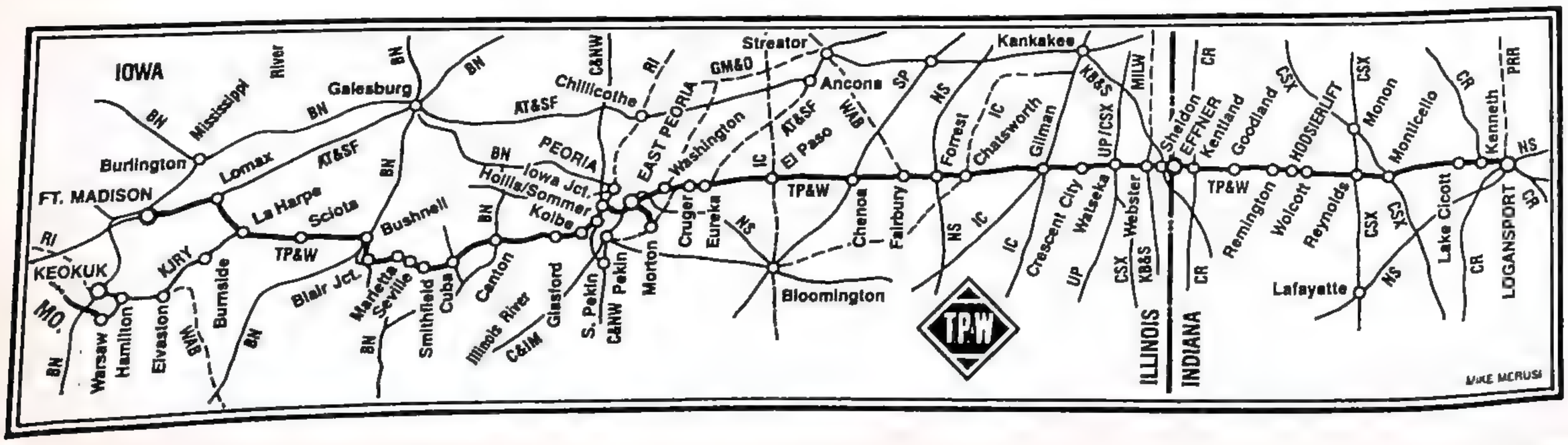
The PC had neglected the line from Effner to Logansport, and in 1976 Conrail wanted to abandon it — even at 5 m.p.h. derailments were frequent. The connection at Logansport was vital to the TP&W, and it moved to acquire the line to Kenneth, Indiana, and trackage rights on to Logansport. In 1979 the Santa Fe loaned over $5 million to the TP&W to rehabilitate the line. It was never repaid.

Robert E. McMillan from the Santa Fe had become president of the TP&W in 1977. McMillan is still fondly remembered, but he faced a daunting task. The merger mania of the late '70s had resulted in a steady decline of overhead traffic.

The Staggers Rail Act of 1981 had a crushing effect in that it allowed Conrail to cancel gateway tariffs, making it more costly for shippers to use the TP&W. Overhead carloads, which had been over 28,000 in 1980, dropped to under 2000 by 1983.

In 1979 the Santa Fe had purchased the TP&W shares Conrail had inherited but left management as it was. Casting about for traffic opportunities resulted in breaking ground east of Remington, Indiana, in 1983 for an intermodal facility which is known today as the "Hoosierlift." Located just off Interstate 65 about 100 miles north of Indianapolis, it seemed to have some advantages to truckers who could avoid the longer haul into Chicago and still connect with Santa Fe's fast westbound pig trains at Fort Madison. It also seemed to offer some relief to Santa Fe's Corwith Yard in Chicago, which was overcrowded and had no room to expand.

Unfortunately, time had run out. The decline of overhead traffic resulted in severe financial losses, and the TP&W faced bankruptcy again. The Santa Fe chose instead to ask the ICC for permission to merge TP&W, and it was quickly granted. At midnight on December 31, 1983, the Toledo, Peoria & Western Railroad Company ceased to exist, and



what was physically left became the Peoria District of the Santa Fe's Illinois Division.

Part of the Santa Fe

During the last year of TP&W operation, the general pattern was one train a day in each direction from Fort Madison to Logansport with crew changes taking place at East Peoria. A unit coal train from the old C&EI (then L&N and now CSX) operated as needed from Watseka, Illinois, to the Central Illinois Light Company (CILCO) plant south of Peoria. Occasionally another movement occurred, but that was pretty much it.

Operationally things stayed pretty much the same under Santa Fe. The hoped-for surge in piggyback and container traffic did not occur. Some blame this on a surcharge Santa Fe put on loads out of Hoosierlift, and others cite the lack of haulback loads which were more available in Chicago. A suggested one-crew run-through from Hoosierlift to Fort Madison on a ten hour schedule died for lack of a labor agreement and was never tried.

The TP&W motive power fleet was assimilated into the Santa Fe roster or sold off. The lone GP30 and lone GP40, three GP35s and eleven GP38-2s were transferred to the Santa Fe in early 1984, while the older and smaller power had been departing during 1983 under Santa Fe's direction. This resulted in a TP&W orange and white GP7 popping out of a rock-face tunnel in Oregon (November '92 R&R) and its Alco Century 424s roaming New Jersey on the Morristown & Erie. The Santa Fe tended to use four-motor Geeps and the smaller U-boats on the Peoria District.

Quite a few physical changes were made, as well. Santa Fe had no need for heavy diesel repairs at East Peoria, so the diesel shop was cut in half, the drop pit and wheel lathe were taken out and the other facilities were skeletonized. Only the turntable remains from the roundhouse, for instance. Some sidings were removed, along with the redundant BN interchange at Blair Junction south of Bushnell. The line from La Harpe to Keokuk and the Warsaw branch were sold to the Keokuk Junction Railway.

But what really changed within a few years was Santa Fe management. There was a decision to trim branches systemwide, and in 1987 the Santa Fe entered negotiations to sell the Peoria District to the TP&W Acquisition Corporation, a New Jersey investment group under the direction of Gordon Fuller. Prior to entering the regional railroad business, Mr. Fuller had begun his railroading on the New York Central, became the passenger service vice president of the Jersey Central and later moved on to SeaLand Intermodal. After some dicey labor negotiations were resolved, February 3, 1989, saw the rebirth of the independent Toledo, Peoria & Western.

Old name, new railroad

While at first glance the new TP&W's operations appear to be "the mixture as before," there are distinct differences from Santa Fe practice. While COFC-TOFC trains continue to originate daily at Fort Madison and Hoosierlift, carloadings are up, primarily due to an aggressive marketing campaign on TP&W's part. Another plus is the growing importance of Indianapolis as a distribution center. Unit coal trains between Watseka and Peoria are running twelve or 13 times a month. Locals are run as needed to meet customer needs.

THE EAST PEORIA engine terminal still retains some of its familiar structures. The PHLLA out of Hoosierlift (**opposite**) was westbound past the Effner depot on July 15, 1992. Two days later, the tardy QHLLA (**below**) paused in the morning at La Harpe to pick up at the Keokuk Junction interchange, including outbound KJRY Alco S2 No.20.

Three regular switch jobs, two by day, the other at night, work the Peoria area. Grain processors abound here and account for a lot of carloads, especially since 1992 has been a very good season for grain marketing.

Railfanning today's Tip-Up

The only real problem today's TP&W presents to railfans is the fact that the road jobs — intermodals and extras — tend to run at night. Hoosierlift is the focal point of the intermodal traffic, around 3:00 in the afternoon. Like its westbound counterpart, the QLAHL hits East Peoria around midnight, gets reclassified and sent on to Hoosierlift as the PLAHL, usually arriving before dawn.

If you want to photograph TP&W trains on the road, it's probably best to start with a QLAHL at Fort Madison, since it is the road job that sees the most daylight running. The TP&W two-man crew's first job at Fort Madison is to block the local cars bound for the west Quincy line is crossed, the sun was getting ready to bid adieu. I was able to find a shot on the tangent south of town without shadows, and that was it for the day.

Operations around Peoria

There are three switch jobs that work the greater Peoria area. The first on duty is the East Peoria daytime switcher, which goes to work at 7:30 every morning. It makes up the Kolbe Local and then goes about the switching

FARMDALE TRESTLE, just east of the East Peoria yard, is where the TP&W crosses over the old Nickel Plate line which the TP&W uses today to reach Morton. On June 30, 1992, Kodachrome 2006 was leading downhill with a coal train off of CSX at Watseka.

with specific Santa Fe connections in each direction at Fort Madison. The TP&W's westbound PHLLA is called at Hoosierlift at 6:00 p.m. and is usually on the road within an hour. It makes a speedy run to East Peoria, where the train is blocked for Santa Fe destinations (Los Angeles, Richmond and Clovis), since its connection zips right through Kansas City's Argentine Yard. A new crew goes on duty at 12:05 a.m. at East Peoria to take the train, now QHLLA, to Fort Madison for a 7:00 a.m. connection with Santa Fe's 169 Train. The running time usually permits the QHLLA to handle any TP&W local work that is needed west of Kolbe.

Most of the eastbound traffic for the TP&W and Hoosierlift comes into Fort Madison from Argentine on the 301 Train just before daybreak (it's called for 6:30 a.m. to continue to Chicago). Additionally, stack cars are often set out by a Chicago-bound SLACH. The TP&W eastbound QLAHL is called on the crew's eight-hour rest, usually side of Peoria to be left on the west side of the Illinois River at Sommer (rather than haul them into East Peoria and then have the switcher drag them back).

With generally a 3:30 p.m. departure from the Santa Fe yard, the next trick for the QLAHL at Fort Madison is to get across the Mississippi River bridge! River traffic has priority, so some days they get lucky, and on others... *yuck.* Once across the bridge the train continues on the Santa Fe to Lomax, where it hits TP&W home rails. Between Lomax and Disco is a grade out of the river bottom which will give you plenty of time to get ahead of the train. There will probably be work at La Harpe where the Keokuk Junction Railway interchanges. At the time I was out there in the summer of '92, Highway 94 north of La Harpe was closed for installation of new bridges, so you may want to check its status. Just east of La Harpe the tracks go over Illinois Highway 9 and offers a nice shot. By the time we got to Bushnell, where the BN Galesburg-

chores like working Archer-Daniels-Midland, the Morton branch and local industrial customers.

The Kolbe Local heads across the river after an 11:00 a.m. call, gathers the cars at Sommer and works its way to the Mapleton industrial park at Kolbe (pronounced Colby), where it spends most of its day working Caterpillar, some chemical plants and other customers before scurrying back to East Peoria to wrap up a twelve-hour day. Incidentally, the Kolbe Local is the only job on the TP&W that regularly carries a caboose.

The evening East Peoria switcher goes on duty at 7:00 p.m. and works the piggyback ramp and P&PU interchange before the two road jobs hit town and have to be classified and blocked around midnight.

Doublestack cars are handled at the East Peoria facility with containers for Diamond Star Motors (Mitsubishi). The auto parts boxes are hauled by highway from East Peoria to the assembly plant at Bloomington, about 35 miles to the southeast. This is new business that the TP&W has generated by providing heads-up service.

On one occasion when a shut-down of the Bloomington assembly line was threatened by a critical container that had been delayed in the West, the TP&W flew a crew by chartered plane to Fort Madison where they took one of the QLAHL's units and hustled the stack car to East Peoria while the regular crew was still on its Hours of Service Law rest. Diamond Star was very happy to pay the bill for the service, as it was far less than a shut-down would have cost.

Similar doublestack service for the Isuzu plant at Lafayette, Indiana, is provided through Hoosierlift, and the TP&W sees this intermodal traffic as having great future potential.

If you are in the Peoria area in September or October you might take a side trip to Morton. When the Santa Fe abandoned its Pekin branch, the TP&W began serving Morton through trackage rights over the N&W. Why September or October? Pumpkins! Not the jack-o-lantern type, but a more prosaic squash type that is used to make 95% of the filling for pumpkin pie. They are trucked in to the Nestle plant from surrounding farms and canned and packed. They must be shipped out immediately because there are no warehouses in Morton. Since the plant has only a six-car loading capacity, the TP&W keeps a unit at Morton to switch out the cars, using crews driven in as needed.

Visiting Peoria on one occasion, I checked in at the operations center around noon and learned that a coal train from CSX at Watseka was expected in about 30 minutes. Following the tracks east I found the Farmdale viaduct over the N&W line that I had seen so often in books and magazine articles. The best time for this shot is probably mid-afternoon, but what the heck — I'm here...the train's here...go for it!

Incidentally, there is a curious aspect to these coal trains. They are 90 cars coming west loaded and 180 cars going east empty. It seems CSX won't accept less than 100 empties at a time, so TP&W holds the first empty train for a second one to unload and then sends them back as one train. Coal trains run on an as-needed basis whenever they show up.

The East End

Coal trains are about the only thing you're likely to catch on the road east of Peoria in daylight, but they can pay off for the photographer. Heading east out of East Peoria we come to Washington Hill, a 1.7% climb out of the Illinois River valley. Cresting at Washington, the line curves through the hills to Eureka where the land flattens and the tracks take an almost arrow-straight heading for Logansport, paralleled by U.S. 24 all the way. This part of the line has been called "boring," but there are grain elevators for background and a number of crossings with other railroads such as the SP (GM&O) at Chenoa, the IC at Gilman and CSX-UP (C&EI) at Watseka. The old station at Effner has seen better days but presents a nostalgic "prop" for your last picture before entering Indiana. Other TP&W stations still stand at El Paso and Chenoa.

The big attraction on this end of the railroad is the Hoosierlift facility just east of Remington and Interstate 65. While it is small compared to metropolitan facilities, it affords some uncluttered shots of intermodal activities not possible in a place like Corwith in Chicago. Getting pictures of the westbound intermodal PHLLA out of Hoosierlift is impossible in all but the longest days of summer due to its 6:00 p.m. call and early evening departure.

An "Indiana local crew" is kept at Hoosierlift to handle any work as needed on the east end of the line, but aside from a couple of grain elevators at Wolcott and Reynolds, there is little traffic east of the intermodal facility, and the Conrail interchange sees almost no business. The intermodal road job crews will often handle the Wolcott and Reynolds business, and the Hoosierlift local crew will work westward. Extra locals and grain trains will usually be run at night, called out of Hoosierlift or East Peoria behind the intermodals to stay out of their way as the locals work their way over the road switching grain elevators and other customers. Not good for photography, but good for railroad business.

Motive power

Oh, yeah. What about those NYC lightning-stripe GP20s? When it started in business in February 1989, the new TP&W acquired 19 rebuilt "GP20u's" from the Santa Fe. The 2000-h.p. EMDs with factory low noses were built in 1960 and '61 as the Santa Fe 1100s. They were renumbered into the 3100 series in 1969 and 1970 and rebuilt between 1977 and 1981 at the San Bernardino Shops, emerging in the 3000 series.

Gordon Fuller's fondness for the New York Central led to the new railroad adopting its own version of the classic NYC two-tone gray lightning stripe as its new image while retaining the traditional TP&W diamond herald. The new livery was introduced on renumbered GP20u 2001 (AT&SF 3074) on September 30, 1989. To date, all the units have been renumbered, but only seven have been repainted from their Santa Fe blue and yellow warbonnet or Kodachrome livery).

Although 19 GP20u's make up a severely standardized roster, there have been some variations. On October 21, 1990, four of the Geeps were damaged when a train struck a garbage truck at Washington (the crew miraculously escaped uninjured). While the units were being repaired, the TP&W leased a pair of SW1200s (22 and 23) from the neighboring Chicago & Illinois Midland. The 2001 emerged from its wreck rebuild with a new squared-off "Spartan" cab.

And the TP&W now has an F-unit! Bessemer & Lake Erie 720A had been sold in the late 1960s to the U.S. Steel Pinnacle Mine at Gary, W.Va., where it was equipped with radio control to be operated by a man on the ground. The solid-yellow unit, which had been brought from the mine to East Peoria in early 1992, is now at the Mobile Locomotive Shop in Chicago heights, Ill., where it is being refurbished and will emerge in the lightning stripe livery. It will be used on business trains, customer specials, excursions and public events much like the Burlington Northern's "Executive F-units."

The "old" TP&W had two F-units and one chopped-nose GP18 that looked a lot like today's GP20s. With one F-unit and 19 GP20s and a lightning-stripe livery, the "new" TP&W may be as appealing to railfans for its appearance as its dedication to service is making it to its customers.

The image may be different, but the spirit of the old TP&W seems to have survived.

DIESEL ROSTER

Toledo, Peoria & Western Railway Corporation
Effective 11/92

Ex-AT&SF GP20u's acquired 2/89

TP&W Number	AT&SF Number	Original Number	Built Date	Rebuilt Date
2001	3074*	1174	12/61	12/79
2002	3039	1139	9/61	9/79
2003	3003	1103	5/60	11/80
2004	3071	1171	12/61	9/80
2005	3004	1104	5/60	11/80
2006	3073*	1173	12/61	7/80
2007	3016	1116	6/60	12/80
2008	3051	1151	10/61	12/79
2009	3014	1114	6/60	11/79
2010	3040	1140	9/61	1/81
2011	3053	1153	11/61	8/80
2012	3019*	1119	7/60	7/79
2013	3068*	1168	12/61	11/79
2014	3022	1122	7/60	9/79
2015	3015	1115	6/60	2/80
2016	3013*	1113	6/60	10/80
2017	3059	1159	11/61	2/81
2018	3034	1134	9/61	2/80
2019	3063	1163	11/61	12/80

Other Diesels

B&LE 720A	6/52	F7A acquired 1992

Units in bold are in TP&W lightning stripe livery.
Units with asterisk (*) were Kodachrome livery.
Roster by Dick Wirthman and Jim Boyd from TP&W and *Santa Fe Motive Power* by Joe McMillan.

The Pittsburgh & Lake Erie becomes the Three Rivers Railway

Requiem for the Little Giant

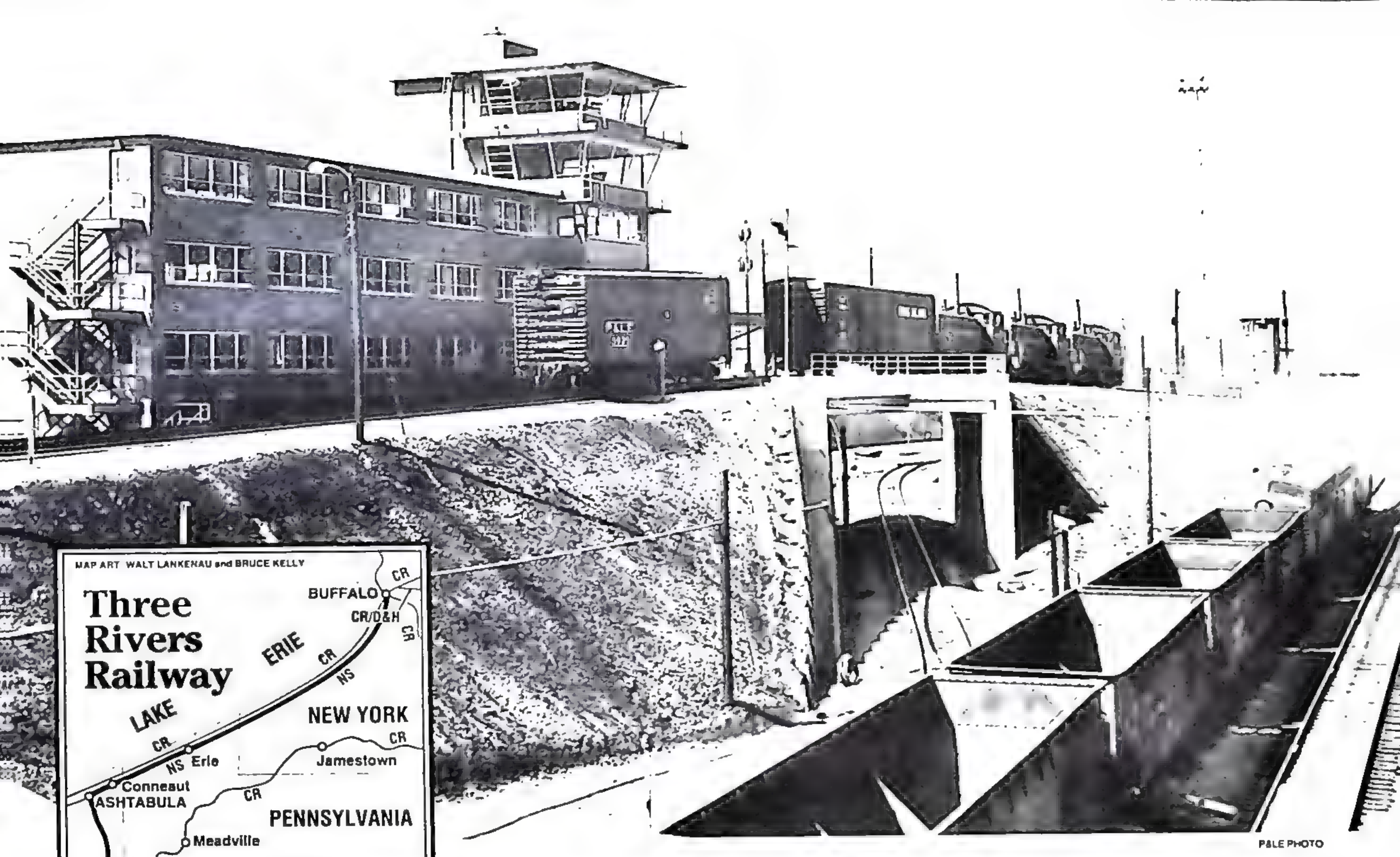
by David Leonard

Gateway Yard, near Youngstown, Ohio, first began classification of rail cars (on a small scale) during the evening shift of November 11, 1957. New York Central Vice-President of Operations John F. Nash, in town with other railroad officials, commented that while he had tried to involve both the Pennsy and Baltimore & Ohio in the development and use of Gateway, the offer had been declined. Not only did that refusal perhaps foreshadow a soon-to-be-achieved independence from parent New York Central and its successor Penn Central, but it seems to have hinted that the Pittsburgh & Lake Erie, despite its almost century of prosperity, would become an orphan among railroads, not wanted by any except at scrap value prices. That almost turned out to be the case.

In those days the P&LE was a booming railroad. On July 21, 1966, Gateway Yard, then with 686 employees, classified 2284 cars, probably the all-time record. With up to 200 trains a day travelling over its tracks (including B&O trains by trackage rights), the road was busy indeed. Gateway classified its 5 millionth car on September 27 of that year, and in the next few years the railroad would complete its CTC program, shifting all dispatching to an office in Pittsburgh. The once four-track main line (necessary for the 50 passenger trains per day of the 1920s and the numerous freights) was reduced to two in most places, and the railroad was firmly set for additional years of the high density traffic which had earned it the nickname "Little Giant" shortly after operations had begun in 1879.

Throughout the 1960s prospects looked good. Then the bottom fell out. By the late 1970s and early '80s, the steel industry, which had supplied the bulk of the P&LE's traffic through most of its years, practically died itself. Almost everywhere along the tracks, the mills fell silent and disused. In many places they were leveled and carried away as scrap themselves. Pittsburgh, long known as the Steel City, came to have no operating mill within its corporate limits. Mill towns like Monessen and Aliquippa became but places to wave at the occasional train as it passed by. Youngstown, once the fifth largest steel producer in the world, saw its steel industry collapse — weed-grown fields now mark the places where the huge

KEITH CLOUSE



P&LE PHOTO

GATEWAY YARD near Youngstown was brand new in this 1958 publicity photo with NYC A-B-A F-units on the main and three SW9s on the fly-over hump. In 1981 U28Bs and an MP15 (**opposite**) were southbound by the PC&Y bridge to Neville Island in the Ohio River.

plants of Youngstown Sheet & Tube, Republic Steel, J&L, U.S. Steel and others once thrived. You can still find taconite pellets along the tracks in some places, but with the exception of coal for export or for power generating plants off line, the trains are largely gone.

Conrail begets change

That those trains still operated at all is a result of the fallout from the demise of Penn Central and the formation of Conrail. On April 1, 1976, the day of Conrail's creation, the P&LE was granted trackage rights from Youngstown to Ashtabula (about 50 miles) and to Shenango, Pa., (about 25 miles). This enabled the P&LE to get involved in the export coal business. A few years later, it acquired trackage rights from Ashtabula to Buffalo (about 100 miles) over Norfolk Southern's ex-NKP main line to a connection with the D&H. After the collapse of the steel industry, this coal traffic formed the bulk of the P&LE's traffic.

Offers and unions

But it was not enough. The road continued to lose money and was forced to make risky cut-backs. To say that the Little Giant fell upon hard times would be an understatement. The P&LE was forced to sell off its assets just to pay its creditors. In 1987 Chicago West Pullman Corporation offered $75 million, saying it would cut 500 of the 750 jobs still remaining. After understandable resistance by the unions to this proposal (wages would have been greatly reduced, and work rule changes would have decimated what was left of the work force) and after various judicial rulings, CWP dropped out.

For the time being.

The next year a CSX spokesperson was quoted to the effect that the railroad was engaged in preliminary talks with a coalition of railroad unions to purchase the P&LE. Apparently those talks remained preliminary, and not much else was heard of that idea.

Again, for the time being.

By 1990 the attempt to sell off its railroad assets had involved the P&LE in what can almost be called a soap opera. This time the main suitor was the Railroad Development Corporation. Upon learning of the initial offer, the unions filed suit in February to prevent the sale until negotiations between them and RDC had been completed and contracts agreed upon. By mid-April RDC in fact did reach agreements with unions representing 80% of the P&LE work force. Of the railroad's 500 employees, 175 would be retained. Wage cuts and work rule changes were also part of the package. Negotiations with Local 1426 of the Transportation Workers Union fell through, however, and when it appeared the sale would go through anyway, the unions threatened to strike.

One of the biggest issues was that of severance pay. In March of 1990 the P&LE and the unions reached an agreement of $24,000 in severance pay. The railroad's creditors rejected it. The unions proposed $12,000. Again, the creditors objected. RDC's "final" offer

KODACHROMES DAVID LEONARD

was $3000 for each employee who lost work and $1500 for each employee who stayed on but at lower wages. RDC additionally offered a profit-sharing plan and promised to beef up the car repairing business at the McKees Rocks shops.

Nothing came of that, but in May 1990 an announcement was made that a tentative agreement had been reached between RDC and 14 unions on $10,000 to $20,000 severance, with the new owners retaining 200 employees, up from 175.

Then the P&LE cut wages and changed work rules on its own. This royally irritated almost everyone else involved. Frederic W. Yocum of RDC, for instance, was quite critical of the railroad for taking such an action just when negotiations between RDC and the unions were on the verge of success. On June 26 the P&LE (again, on its own) laid off 200 employees, without severance pay, since the latter was contingent on RDC's buyout going through by June 20, 1990, which it hadn't. On the 29th, P&LE officials said the whole RDC proposal was dead. A week later, however, Yocum was quoted as saying, "It is our position that we are still in the picture."

To add to the confusion, at about that same time a report circulated that Chicago West Pullman was becoming interested again!

Scratch the Rail Development Corporation. It appears that the P&LE ownership had found a way to thwart the buyout, possibly because it did not bring them as much income from the sale as still might be possible. (There have been and continue to be accusations — and some evidence — that the P&LE ownership acted, albeit in an entirely legal fashion, in a way as to ensure their personal gain and not always for the good of the corporation.) In any event, after a threatened strike in July 1990, the railroad reached an agreement of its own with the unions, and thereupon ensued a measure of peace (but not prosperity) for a while.

CSX and Three Rivers

Re-enter CSX. In July 1991 CSX had purchased 61 miles of P&LE main line, the stretch of track over which it and

predecessor B&O had long enjoyed trackage rights. With its "main line" secure, why would this rail giant want anything further to do with the former Little Giant? The answer doubtless lies in the trackage rights to Ashtabula, Buffalo and Conneaut that would come with the P&LE.

Thus was CSX willing to establish and fund to the tune of $3.5 million the Three Rivers Railway Company to purchase the P&LE. This proposal first surfaced in early 1992, and after negotiations with P&LE's unions were successfully completed, the deal went through in September.

Most observers see the Three Rivers Railway as a transition arrangement. It forms a buffer for CSX against additional claims toward the P&LE assets Three Rivers has acquired. When all the dust settles, the whole thing will likely be brought into CSX in much the same way as the RF&P.

Through these strange turns of events, CSX has acquired some valuable trackage and routes. Most of the P&LE's yards, shops, real estate and motive power (16 SW1500s/MP15DCs, 21 GP38/GP38-2s) remain with the former corporation and will be sold off to pay down long-standing debt. Ownership of the Youngstown & Southern and shared ownership with Conrail of the Lake Erie & Eastern and Pittsburgh, Chartiers & Youghiogheny remain with the former P&LE corporation. Only 126 of the P&LE's 211 employees went to CSX.

This is, of course, a sad turn of events for friends of the P&LE, but at least there are prospects for additional coal traffic and maybe even stack trains from Buffalo to Youngstown and west on the former-B&O. A better fate by far than befell the Rock Island.

P&LE: 1879-1992

Today Gateway Yard — what is left of it, most of its tracks having been removed some years ago — stands forlorn and practically abandoned. The Pittsburgh & Lake Erie itself has quit the railroad business. An obituary notice would have put it this way: "At 11:59 p.m. on Friday, September 11, 1992, the P&LE, age 113, died at home after a lengthy illness. It is survived by the Three Rivers Railway Company and CSX Transportation."

The yellow and black diesels of the P&LE are gone. The Youngstown & Southern is leasing a couple of units, and a few others may find homes nearby, but most of the roster is up for sale after being put in storage at McKees Rocks on the last day of operations. It's conceivable that some of these units may never run again. Leased CSX motive power now handles the Three Rivers trains, and the Mt. Tom and Bow, N.H., coal trains off the Monongahela Railway have been running with CP/D&H power. The Three Rivers Railway is headquartered in the ornate Station Square building in downtown Pittsburgh, and trains operate out of the B&O Glenwood Yard in Pittsburgh, Riverton (McKeesport) and Hazelton (Youngstown).

An old friend has gone, and not even the awareness that a long hard struggle has finally ended can fully erase the sense of loss. The Little Giant was the victim of its own steam era physical plant and the changing "rust belt" economy. Its most useful assets should continue to serve CSX well into the future.

And now, maybe, the soap opera is over.

COAL OFF THE MONONGAHELA RAILWAY supported much of the P&LE in recent years. On August 8, 1990, Monongahela Super 7s and P&LE GP38s were moving empties for Bailey Mine through West Brownsville; the rear of the train is still on P&LE track. Former Rock Island GP38-2 2058 (**opposite bottom**) was northbound through Hubbard, Ohio, on June 17, 1992, en route to Sharon, Pa., to pick up a train of hoppers. Although Gateway Yard has not humped cars since the mid-1980s, on May 7, 1992, a road set passed over the hump (**opposite top**) alongside the landmark office building.

PROFESSIONAL EXTACHROME by EDWIN WOOD

ROAD ENGINE 497 and mid-train helper 484 turned back the clock at Lava on the morning of Sunday, October 18, 1992, the final day of the C&TS charter freight runs.

If you were in Chama, New Mexico, during the week of October 12, 1992, you might have thought that you were in a time warp: K36 and K37 Mikados lettered "RIO GRANDE" shuffled freight equipment around the yard and heaved long freight trains over Cumbres Pass on an almost daily basis under deep blue skies. It was neither a wrinkle in time nor a movie filming, but a railfan-supported event brazenly billed as "The Ultimate Narrow Gauge Charter." In partnership with many others, I had the pleasure of planning and executing this event. Climb aboard and get a backstage peek at what goes into a photo freight charter.

The idea for the trip developed in conversations between Steve Glischinski and me in early 1991, and in May we wrote a letter to Cumbres & Toltec Scenic Railroad General Manager Joe Vigil. Our original proposal called for a two-day round trip from Chama east to Antonito and return, using a helper eastbound over Cumbres Pass. Discussions with the railroad led to our adding a helper on the westbound trip also; we rationalized that it would be the most efficient way to bring the last Antonito train's engine west to Chama for the winter. Sadly, that trip was canceled due to low ticket sales.

Since hindsight is 20/20, it's easy to say now that 1991's cancellation was a blessing. But it's true, because in late October 1991, the C&TS traded unserviceable K36 482 to the Durango & Silverton Narrow Gauge Railroad for serviceable K37 497. The first *real* freight train over Cumbres Pass since 1968, powered by a K37, became a distinct possibility. We contacted the rail-

The "Ultimate" Photo Freight

by John Craft

Two weekends of Rio Grande narrow gauge freight with helpers on the Cumbres & Toltec Scenic Railroad

road again and renewed our plans.

One change occurred between October and December. With an additional engine, Chama's shop building would become very crowded, so the railroad had tentative plans to leave an engine in Antonito over the winter of 1992-'93. Consequently, a westbound helper wouldn't be as cheap as before. Expecting a lower minimum and higher costs, Steve and I reluctantly raised the ticket price from a steep-but-understandable $385 to an I-can't-believe-it $475.

Publicity pays off

Steve and I set the trip date for Monday and Tuesday, October 12-13, 1992, the two days after the last scheduled weekend passenger runs. Learning from 1991's low response, we got an early start on publicity: Flyers went out in mid-February to a mailing list, to EastRAIL and to Winterail. We were stunned when the trip sold out even before the ads appeared in the hobby magazines in early May! Inquiries continued to roll in, and a second round trip was tentatively scheduled for the weekend of October 17-18 (Steve would be unavailable, and Greg Scholl stepped in to help with this trip). We also got several requests to operate an *afternoon* trip to Cumbres, and that also became a "maybe" for Friday, October 16. (Since C&TS trains rarely depart Chama in the afternoon, many of the classic eastbound Cumbres Pass views requiring an afternoon sun angle have been almost unobtainable since 1968.)

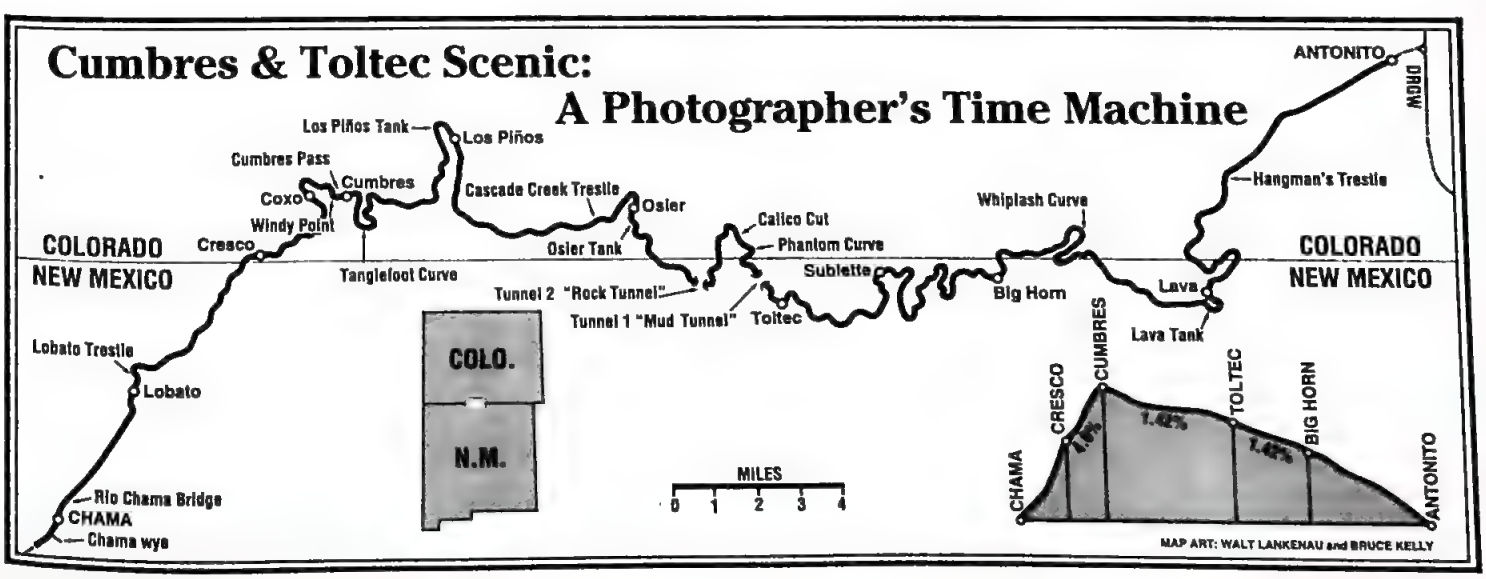
From June 1991 through August 1992, Steve, Earl Knoob (the C&TS officer with responsibility for charter trains, and a walking library of D&RGW lore) and I pored over scenarios and possible photo runbys. We graduated from an entry in the C&TS's "Charter" file to our own file — and last I heard Earl needed a new filing cabinet. Five-to-eight page letters with attached sketches became common. It may seem overkill, but we had good reason to be thorough — the D&RGW narrow-gauge was a Mecca of latter-day steam, and any blunder on our part would be noticed quickly. We were advertising the "Ultimate" and wanted to deliver it.

Planning for appearance

Our overriding goal was to be true to "typical" D&RGW practice. We finally settled on an early-1960s train, using K37 497 and K36s 484 and 487 (these engines lack train-number boards, which were removed from the K36s as they were shopped between 1955 and 1960. The 489 was retired in 1960 still sporting hers, and the 488's boards come from the 482, retired in 1959.). The consist was selected and blocked in a way consistent with what the D&RGW would have actually hauled around 1962. Outfit cars 04258 and 04982 were painted and relettered by the volunteer group "Friends of the C&TS," their windows were boarded over to make them more "boxcar-like," and their stovepipes were removed. The brakeman's shanties on engines 484 and 497 were re-installed. Earl provided authentic water bags and marker lights from his collection.

Finally, in a move that only one of the 85 participants noticed, we made plans to letter the 487 "backward" on the engineer's side, just as it was lettered during the Sixties (Earl speculates that one set of locomotive stencils disappeared, and the remaining set was divided between Alamosa and Durango; Alamosa engines "leaned to the left," and Durango engines were more conservative in their politics.)

By the August 15, 1992, deadline, the additional trips were at break-even financially, and a truly unique week was in store. Then Earl proposed a horse-trade: In return for bringing some rail and gravel west from Antonito in our last charter train, C&TS would operate the Friday afternoon trip as a three-engine movement. (Common until the late fifties, three-engine "Cumbres Turns" disappeared after the winter of 1963, when D&RGW discontinued the practice of basing engines in Chama.) As



Dave Barry would say, "I am *not* making this up."

I quickly accepted.

To enhance the "feel" of the trip, John B. Norwood, a D&RGW veteran who had worked for over a decade on the Alamosa-Durango lines, prepared an information packet from his books on the narrow gauge. He also mocked up train orders for each trip, correct right down to the station operator's names! I knew we had succeeded when one C&TS employee was fooled by the first day's train orders.

With the stage set, the railfan community descended upon Chama for the last regular runs of the season on Saturday and Sunday, October 10-11, and Steve, Greg and I began preparatory work. Brush was cut at the photo spots, and the outfit cars were loaded with food (four meals were served on each round trip, with the details handled by master-planner Danah Craft; special recognition goes to photographer John Mitchell of Portland, Oregon, whose luggage included 25 pounds of smoked salmon for our dinner on Monday, October 12th). A night photo session was also set up. We even managed to

At the Throttle of the Helper

by Earl Knoob

It was a warm spring day in May of 1991 in Chama, New Mexico. I was still recovering from the May 4 rotary run and trying to get things ready for our opening day of May 23. The Cumbres & Toltec Scenic's general manager, Joe Vigil, forwarded a letter to me to "take care of."

The letter was from John Craft of Birmingham, Ala., and I was thinking, "I've heard of him. He's the guy who runs those charter trains Down South." After reading his proposal I added to my thinking, "This guy's either a loony, or he has lots of rich friends."

Well, after a year and a half of letter writing and phone calls (John now has his own drawer in my filing cabinet) we had a plan together for the biggest extravaganza of narrow gauge railroading I've ever been involved with. Not only that, but had I finally convinced someone to do a charter freight operation with the helper engine ahead of the caboose, just as God and the D&RGW intended it to be. Over the years we've run many charter operations using our freight equipment. We've doubleheaded several of them, and we've helped a few from the middle of the train — but due to various factors, including cars of passengers on the rear of the train, we've never placed the helper on the rear.

Traditionally, the D&RGW always placed helpers on the rear because of weight restrictions on 100-foot-tall Lobato Trestle. This iron deck girder bridge dates from 1883 when the biggest thing on Cumbres was a 35-ton 2-8-0. The D&RGW would doublehead 480s or 490s with 470s up the hill, but never 480s or 490s together. Back in the pipe boom of the 1950s, daily 70-car trains were not uncommon, and 35-car hill turns were run from Chama to Cumbres with three engines (two on the front, one on the rear). With two engines on the point, the train had to stop at Lobato to let the point helper cross the trestle first. These trains probably disappeared with the oil traffic in the early 1960s. Now, we would have the opportunity to recreate history.

View from the pusher

All of which brings us to Monday, October 12, 1992. We are in the cab of K36 class Mikado 484. Ahead of us are 25 freight cars and K37 class 497. Behind us is caboose 0503. Total trailing tons: 420.

The air test is done, and the photographers are lined up at the north switch. The radio crackles a highball. We whistle off, release the independent brake, nudge ahead and with little heroics are off. After the train clears the north switch, we stop and retreat about a train length for the runby at Juke's Tree.

So far, nothing spectacular.

The Juke's Tree runby has the makings of a snoozer for the video guys. A 5-m.p.h. slow order across the bridge is going to make this pretty dull, at least until we get clear of the bridge. After a leisurely shuffle across the bridge, I whistle a highball to the head end, grab a handful of sander valve and haul the throttle out to the tank — and leave it there. The 484 digs in on the sanded rail, takes up the slack in about two-thirds of the train and is headed for the Hill! From here it's a clear run for two miles up to the Narrows at the bottom of the 4% climb at Milepost 341. Things are getting more interesting.

After a quick stop for a photo line set-up, it's up the hill we go. There are a couple of things that become obvious when one pushes on the rear of a heavy train: One, things get pretty slippery. The engine tends to crab sideways on the track so that the engine does not have a good bite on the rails. Also, 25 cars of freshly oiled journals are drooling on the rails (this gets worse as things warm up). Two, with the train ahead of you, all the landmarks of where the steep spots and sags are located disappear from view. You have to think a dozen cars ahead of where you are.

A classic example is coming into Lobato where the we go from a hard 4% climb to almost level track. When you are on the head end of a train, it's a throttle wide open, Johnson Bar notched down slugfest through a sharp curve to almost ten car lengths from the siding switch before the grade eases off. With the helper on the rear, I had to start easing off where I would normally have been looking for more notches on the Johnson Bar. Conversely, by the time we got halfway across the flat Lobato Trestle, I had 484 back at work shoving hard.

Starting the train on the 4% grade was a trick. After getting a highball, the road engine would whistle off — then sit there. The helper would release his independent brake and with sanders on, open the throttle and gather up as much train as he could. Then, with the throttle wide open and sanders running, the helper would whistle off. The road engine would then release his independent brake and open his throttle, and we'd be off.

Theoretically.

Quite often the 497 would be stuck on center and would have to back up a foot or so to get started (when the valves or pistons are worn and "bypassing," the engine can stall with a heavy load if the piston on either side is stopped on dead center at the end of a stroke). So there we'd be: sanders on and throttle wide open waiting for 497 to get her act together. It was an odd feeling to be sitting there; I'd see four or five exhausts go up through the trees ahead before we'd start moving. On the Saturday, October 17, trip the 487 was in the lead, and we had a much easier time starting, as the 487 has much tighter valves and pistons.

Stopping the train was a bit of a trick, too. A simple stop consisted of shoving with a pretty heavy throttle all the way to stop. This keeps the back half of the train bunched up, reducing slack run-ins (and run-outs) when starting. Remember that the newest car on this train is 60 years old, and most are over 90.

Taking on water — upgrade

The water stops on the grade at Cresco were a challenge. Approaching the tank, the road engine would ease off a little, slowing the train. He would set five pounds of air to tell the helper to ease off also. With the train moving about five miles-per-hour, about ten feet from the spot the road engine would squeeze out another ten pounds of air and set us down on the spot.

To spot the helper, we would transfer the air to the helper so he could spot the train. Normally, the helper has its automatic brake valve cut out, and the air is handled by the road engine up front (or from the point helper if you have three engines). With all the curves on the railroad, the rear helper seldom ever sees the head end of the train, so hand signals were not possible, and

squeeze in a chase of Sunday's eastbound passenger train and a few minutes of the first Presidential debate.

Freights on the road

On Monday morning, October 12, the first day of our charter, the 497 and 484 latched onto 25 cars and caboose 0503 and worked east, performing ten photo runbys on Cumbres Pass. The 497 was

FRAMED IN the fireman's window of helper 497, the October 10 train pauses to split the road engines for Lobato Trestle.

EARL KNOOB

I felt that radio signals were cheating. We managed to hit 16 out of 18 water spots dead-on while we had two engines on the train.

Middle helper

Coming west out of Antonito with a helper engine in the middle was a bit weird. On the Tuesday, October 13, trip, 26 empties wasn't enough train to make either engine work (I dragged some independent brake to keep 497 working on the runbys). However, the Sunday, October 18, trip had 33 cars, six of which were loaded with ballast (about 625 tons). This would have been a very heavy drag for one engine, but it was still a good show for two engines. Both ran wide open all the way to Big Horn at 15 to 17 m.p.h.

The 497 had about a foot of water left in her tank at Sublette when we stopped for water. With Lava Tank out of service, there is probably no way one engine could have dragged that train up to Sublette on one tank of water.

On both trips we put the two engines together from Sublette to Osier, where the grade stairsteps along with lots of sags and short upgrades. With all the reverse curves I was afraid of folding an old flat car in two if we had to plug the train (make a heavy or emergency brake application) for some reason. The Rio Grande did this folding-in-half trick with great regularity. As it was, we broke an air hose on a flat car negotiating a sharp reverse curve between Big Horn and Sublette on the 18th (with the helper in the middle). I had visions of a folded flat car. We lucked out. I guess those old wooden cars are a lot tougher than I give them credit for.

From Osier to Cumbres we cut the helper back into the train. The level track from Osier to Los Pinos made for some odd train handling with the helper in the middle. Here, the helper worked enough to move itself, and the road engine would run the show.

At Cumbres the helper was cut out and ran light to Chama. The road engine followed with the train, retainers up and smoke curling off the brake shoes. The October 18th trip with the six heavy loads behind the engine was quite memorable. Even with 20-pound retainers on the cars, they definitely wanted to go home in a hurry!

Paint creates instant history

It was five crazy, amazing days. We created some very timeless scenes. The C&TS is about the only place in the country where one can roll back time by simply relettering the tender.

It doesn't get much better than this.

General propaganda

The 1992 season was again a record-breaking year on the C&TS. The passenger count was up from 56,000 in 1991 to 58,855. Half of the eastbound trains out of Chama had to be doubleheaded to the summit of Cumbres Pass. In the 53-day period from July 1 to August 22, we ran only eleven single-engine trains out of Chama.

For the first time since the early 1960s, five locomotive were in service: K36s 484, 487, 488 and 489 and K37 497. The 1993 season should see these engines return to service along with the smaller K27 "Mudhen" Mikado 463. Work has begun on restoring the 463 including turning driver tires and building a new riveted tender tank. Also planned for 1993 is the construction of three more passenger cars based on the green coaches currently running in Chama. The 1993 season commences on Saturday, May 29, and trains run daily through October 17.

We're still very interested in doing charters, and there's plenty of room in the John Craft file for some more paperwork.

on the front, with the 484 working as a pusher cut in ahead of the caboose. The 40 photographers and a half dozen staffers were riding in the caboose and two high-side gondolas and two outfit boxcars (one of which had a working toilet)

JOHN CRAFT

ahead of the pusher. At Cumbres the 484 cut off and returned to Chama, while the 497 and train continued to Antonito, performing more runbys en route.

On Tuesday, the pilot-plow-equipped 487 (which had powered the season's last passenger train into Antonito on Sunday) led a westbound consist with 497 providing mid-train help from Antonito to Sublette and Osier to Cumbres. Due to safety considerations and picture variety, we doubleheaded through the narrow confines between Sublette and Osier; the D&RGW had allowed westbound trains of less than 35 cars or 1400 gross adjusted tons this option.

The mid-week "lull"

When the train arrived in Chama on Tuesday evening, it was the first time since spring that all five of the C&TS's serviceable locomotives were together in the same terminal — and the first time since 1963 that five engines had been under steam at the same time in Chama. On Wednesday, October 14, in an understandable bit of fun, the C&TS mechanical department lined up the five hot locomotives for photos in the Chama yard. They then paraded west to the wye and returned to the shop coupled in numerical order (484, 487, 488, 489 and 497), each locomotive blowing for the Highway 17 crossing in turn (this will be a treat on the videos; watch for John Bush "directing traffic" at the east switch of the wye).

With a two-day hiatus, many of us took a busman's holiday to Durango to either ride or chase the "Silverton train."

The three-day weekend

Friday, October 16, began cloudy, but the sun broke through just as 484 and 487 led 33 cars and pusher 497 out of the yard. Highlight of the day was the last runby at Coxo / Windy Point, where we waited almost a half-hour for the sun to break through one last cloud for a gorgeous low-light view. At Cumbres, the 484 spotted two boxcars and took six cars (that had been left there previously) and a caboose to Antonito; the 497 returned light to Chama, and 487 brought the remaining 25 cars back down the hill. To give the engine crews a decent night's rest, the planned Friday night photo session was canceled due to our later-than-scheduled arrival back in Chama.

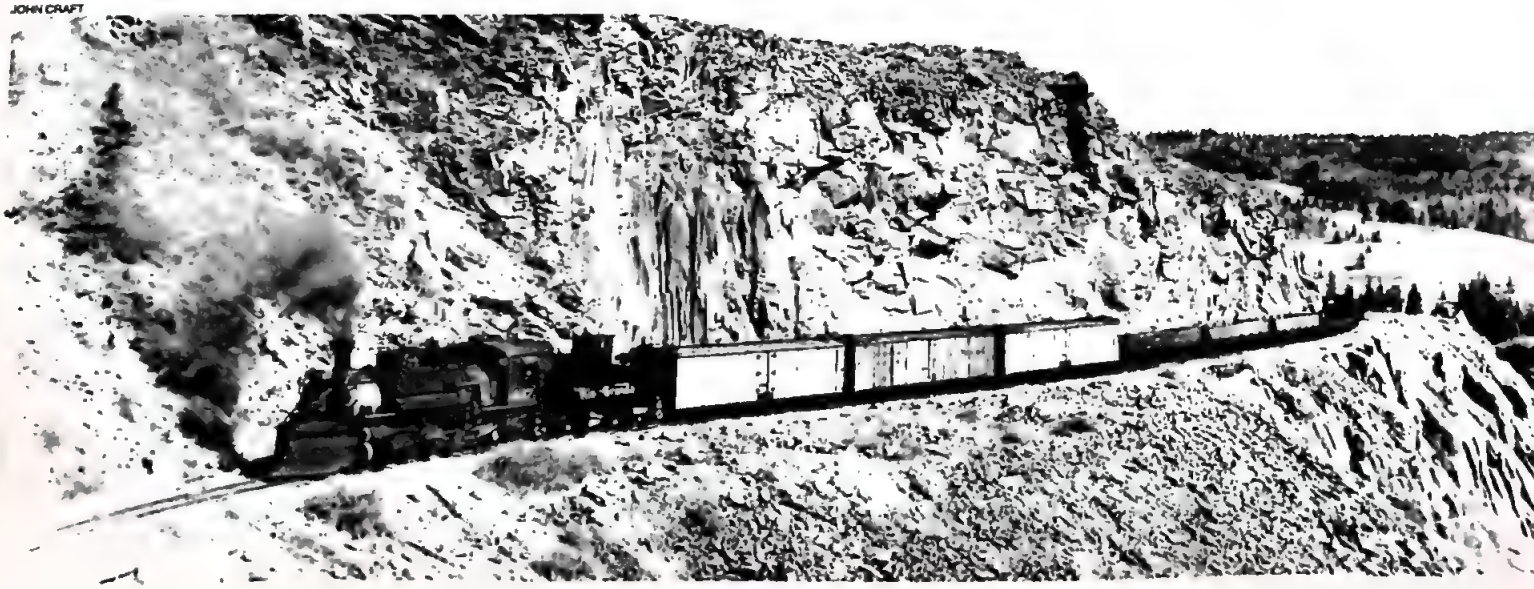
Operationally, Saturday and Sunday were similar to the Monday and Tuesday runs but with the 497 and a different mix of K36s. An extra attraction was the arrival of "the first train from Durango in a quarter-century" before we left town on Saturday morning. The 487 had backed the freight train out to the end of track west of town, and the day's first runby was it "arriving from Durango" at the wye. The 497 was then cut in ahead of the caboose to work as pusher on the 25-car freight to Cumbres — with numerous photo runbys along the way. Again there were 40 photographers aboard.

Upon reaching Cumbres, the 497 moved ahead to take over as the road engine for the run to Antonito, and the 487 wyed and returned to Chama. Two boxcars from Friday were added to the consist at Cumbres, making a 27-car train for Antonito.

The 497 was in the lead again on

THE PHOTO RUNBYS for the paying passengers were spectacular, as evidenced by this view (**left**) of the October 17 Saturday train climbing toward Windy Point with the 487 on the point and 497 pushing. On Tuesday the 13th (**below**) the 487 was westbound below Cresco; that same train was observed (**right**) on the loop at Milepost 305 east of Sublette. On Wednesday, October 14, all five live Mikados (**opposite top**) were lined up in Chama.

JOHN CRAFT



KODACHROME: JAMES GUNNING

Sunday out of Antonito, with the addition of six loaded cars and the 484 providing the mid-train muscle (the doubleheading between Sublette and Osier was repeated). Clouds zapped us at Los Pinos, the only weather problem we had all week. Danah and I capped the trip with a smooth ride down the hill in the cupola of 0503, drinking in the sight of the longest freight (33 cars) over the line since the C&TS's equipment moves in 1970. We finally got in our night photo session Sunday evening in Chama.

A team effort

An extreme amount of planning and plain old hard work went into making this trip happen. In addition to everyone mentioned previously, the railroad went far above and beyond to make these trips special.

Some work has been noted, but two other items should be mentioned. Just three days before our trip, the 487's air pump failed, and John Bush's mechanical department worked all night to rebuild it so that we would have the engine we wanted. Also, on Tuesday, at Osier, Earl discovered a driver-spring hanger on 497 in the early stage of failure; John Bush and crew met us at Los Pinos and made a repair that allowed us to complete our trip without canceling runbys. A permanent repair was made on Wednesday.

Lest I forget anyone who contributed, our train crew consisted of Earl Knoob, Tom Atkinson, Gerald Blea, Tracy Caraway, Marvin Casias, Donald Duran, Tom "Tomcat" Evans, Ray Martinez and Sam Ruybal. The mechanical crew and the office staff remain nameless to me but should not go unthanked. And, of course, much credit goes to Joe Vigil, who allowed us to play with his railroad for a week — and who made me feel like General Palmer.

New memories

With the cobwebs of fatigue clearing, some memories break through: "Jackie," a border collie that likes to follow C&TS engineer Tom Atkinson

KODACHROME: STEVE BROWN

KODACHROME DAVID GOODHEART

KODACHROME, JOHN CRAFT

(though it's not his dog), "herding" the 484 as Tom shoved out of the yard on Monday...The sheer thrill of seeing a long freight stretched out ahead of you, two engines attacking the 1.42% at Lava mesa...glancing up somewhere (was it Sublette?) to see an engineer actually drinking from a water bag, then hanging it back on the cab window (a timeless scene I didn't get on film)...three engines, with throttles all the way out, hoisting a heavy train over "Los Cumbres," just like the old days. In retrospect, it was worth all the effort.

Did the trip live up to its "Ultimate" billing? Only those who attended can answer that question. Tickets weren't cheap at $475 for a round trip and $200 for the Friday train (which ran a $700 loss). The trips were not problem-free: During the week we had both time and equipment problems, with a few runbys canceled as a result. If I could have, I would have stopped at everyone's favorite photo locations, but there are far too many great views to get them all in one trip.

Which is all the more reason to go back when "Mudhen" 463 and those recently-acquired tank and stock cars are roadworthy. Will I do it again? Ask me in about a year. But the thought of an early-Fifties weekend, with the 463, 488, 489 and 497 is appealing... maybe even a recreated *San Juan*?

What do you think, Earl?

KODACHROME F.J. AHERN

"JUST LIKE SOUTH AFRICA," was the reaction of photographer Dave Goodheart at the image of the 497 and mid-train 487 on the flats just west of Antonito (**above**) on Sunday the 18th. With the quiet desert atmosphere and hanging smoke plumes, who could argue? On the previous day, the 497 had been on the point eastbound over Cascade Creek Trestle (**left**). Later that Saturday afternoon, the 497 had been silhouetted against the evening sky (**right**) at Hangman's Trestle, about five miles west of Antonito. After previous attempts had been thwarted by operational problems and the need to have the crews rested for the next day's operations, they were finally able to pull off a night shot in the Chama yard at the and of activities on Sunday, October 18 (**opposite top**). Posed by the tank were three live Mikes, K36s 487 and 484 and K37 497, the latter having its tender filled with water.

KODACHROME NANCY STACY

KODACHROME BRUCE C. NELSON

BESSEMER & LAKE ERIE F7s 727, 721B and 728 made their last daytime run on the Western Allegheny branch on October 7, 1992, shown westbound near Buena Vista with 40 coal loads. The Kaylor job now works out of Butler with SD9s. See page 40.

Railnews

THE LAST COMMUTER RUN for the Burlington E-units took place October 16. The 9913 and 9900 rested on Track 16 at Union Station (**left**) after their historic last run, which saw the rare placement of the diesels on the train's east end. See page 40.

EX-VIA FPA4 6777, privately owned by George Hockaday, has been powering trips out of Sodus, New York, on the Ontario Midland under the sponsorship of the Rochester Chapter NRHS. On October 4, 1992, the unit led ex-NYC *Empire State Express* cars south toward Newark, New York, (**right**) on OMID's former PRR track.

DANBURY RAILROAD DAYS, held on October 10-11, 1992, featured excursions to Waterbury, Conn., and Dover Plains, N.Y., behind former New Haven diesels. On October 8, preparations for the event saw B&M SW1 1109 spotted for display at Danbury (**below**) while RMNE's U25B 2525 was headed for the loop track. See page 40.

KODACHROME PETE SWANSON

KODACHROME ROBERT B. HART, JR.

Markers

BY JIM BOYD

Index and Binders

This issue has stapled into its centerspread the Annual Index for R&R Volume 11, which covers the twelve issues for 1992. Since many readers save their magazines for future reference, the easiest way to store your magazines is in a binder.

These consist of hard covers with wire spines that hold twelve issues in place. It sounds a bit clumsy, but it really does work and is a great way of keeping your magazine collection complete, neat and intact.

The best way to use the Annual Index is to open the staples and remove it from this issue (you'll notice that the pages in the rest of the magazine are numbered to accommodate this) and slip it into the centerspread of the January 1992 issue in your binder. R&R binders are available for $7.50 each plus $1.00 shipping ($2.00 postage outside U.S.A., Canadians add 7% GST, N.J. res. add 6% tax) from Carstens Publications, P.O. Box 700, Newton, NJ 07860.

H. Reid, 1925-1992

The Norfolk-born author of the popular book *Extra South* died on October 19, 1992, at the age of 67. Known and addressed as "H" by all, he was an accomplished journalist employed at various times by several Newport News, Va., area newspapers. He had retired in 1982 after 42 years of newspaper work and teaching. He had gotten his start in journalism at age five when he began a newspaper in his neighborhood called "Reid's World."

H's first major railfan book was *The Virginian Railway* for Kalmbach in 1961. He had a sense of humor in his "folksy" writing style, and he became well-known for his single-panel cartoons. H. Reid worked with Johnny Krause on several books projects, including *Rails Through Dixie* in 1965 and the 1986 Carstens reprinting of *Extra South*. H's cartoons and influence appeared in many of Krause's books published in the 1980s.

EastRAIL update

Since last month's deadline, we've filled out the program for the 1993 EastRAIL show hosted by R&R and *Railpace* magazines at the Chatham, N.J., High School on Febraury 20. Headlining this year's lineup of multimedia slide shows will be California photojournalist Ted Benson, who will present "The Sweet Ride" about SP's sugarbeet operations (featured at the 1992 Winterail) and "Farewell to Niles Tower." Keeping in the Western mode will be fellow Californian Ken Rattenne with "The West in Western Pascific" and a humorous "Railfan Primer" and Westerner-moved-back-East Tom Carver with "Coast Line to Timberline" ranging from the SP to BC Rail.

Doug Koontz from southern Virginia will give a show on "Appalachian Mountain Railroading," and Steve Barry will cover a wide range of topics in "Ridin' the Rails." Steve, incidentally, has presented a show at every EastRAIL to date (this is the fourth).

A special attraction this year will give a whole new dimension to railfan photography, as Mitch Dakelman presents "The Northeast in 3-D" — it should be quite a sight to see the entire auditorium audience wearing those 1950s polarized 3-D movie glasses! Mitch has been shooting 35mm 3-D color for many years and has accumulated some impressive imagery.

See TIMETABLE on page 8 and the EastRAIL ad on page 6 for ticket details.

No more "photo runbys" on UP

While running the Clinchfield 676 through Appalachia, Steve Lee, who heads up the UP steam program, announced that the Union Pacific will no longer do "movie runs" or "photo runbys." Observed Mr. Lee, "We are a modern railroad living in the 1990s. From now on we will refer to such maneuvers as 'drive-by shootings.' "

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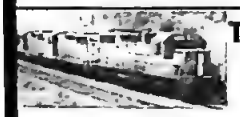

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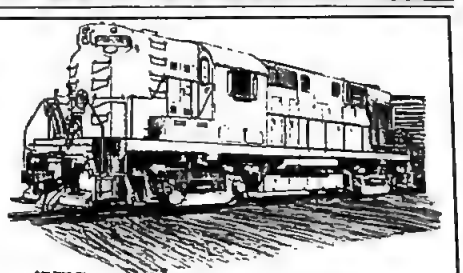

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On the Menu

BY JAMES D. PORTERFIELD

~~Amfood~~ — Amcuisine

Fussbudgets beware. This column celebrates eating in Amtrak's dining cars. This from someone fastidious enough about food to qualify to write a column for an international magazine describing what makes cuisines of the world authentic. One who wrote a history of eating on the train that includes recipes from "America's golden age of railroad cuisine." More to the point, one who travels three to five times a year on business via Amtrak and takes as many meals as he can "in the cars."

Happily, considering the context in which the food is served, Amtrak — a conveyance of mass transportation — is re-acquainting American travelers with the pleasantry one should expect when taking a meal in motion. Four elements combine to account for a rail dining experience: the equipment, the employees, the food and the passenger. The first three are controlled by the railroad. The fourth arrives as a culinary equivalent of the proverbial loose cannon.

My *Car Builder's Dictionary and Encyclopedia* defines "dining car" thus: "for the use of passengers in transit, fitted with regular kitchen, tables, ... seats, with or without bar, carrying cooks and waiters." Currently, 67 such cars are assigned to Amtrak's long-distance intercity trains. Amtrak's heritage fleet diners, common in the eastern United States, seat 48; Superliners, plying the west, seat 72. Because food as it was meant to be consumed on an extended rail journey can only be found in the dining car, we here exclude Amcafes, lounges, buffets and whatever other lesser configurations you might encounter.

The cars are serviced and provisioned at commissaries in Miami, Washington, New York, Chicago, Los Angeles, Oakland or Seattle before being assigned to a trainset. Refrigerators, freezers, grills, ovens and other equipment are checked. Dry goods, non-perishable (canned) and revenue (perishable) foods, linen and paper goods and beverages are loaded. To "protect the menu," pantries can be topped off at secondary provisioning points along a run. Linen tablecloths and napkins, ceramic dishes, glassware and stainless flatware have begun replacing paper and plastic table service on selected trains.

The Quality Assurance Department in Washington, D.C., purchases fresh foods — meat, vegetables, fruit, pastries and dairy products. "Standard," the minimum acceptable quality, calls for such ingredients to at once be appetizing, nutritious and eye-appealing. Main course ingredients include five meat selections, such as pork chops or prime rib, which vary from train to train at any one time as the chef's special; the seafood catch-of-the-day; chicken and New York Strip Steak. The Purchasing Department in Philadelphia acquires non-perishables. To expand the variety of tastes you will experience, a spice rack was recently added to allow each chef to select up to 15 spices and herbs for a run.

Once on board, these ingredients are in capable, sometimes gifted hands. A kitchen crew of from one to three, selected from among Amtrak's 150 chefs and 165 food specialists, awaits your order. They join the rail-

Switch List

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ANNOUNCEMENTS

LONDON RAILWAYS: Engineer offers guided tours of London surface and underground network. Write to: London Railguides, 64 Glengall Road, Edgware, London HA88SY. Or phone 081-958-9874 or 0727-864531. 293

JACKSONVILLE, FLORIDA, February 13, 1993, Southeastern Railroadiana Collectors Fourteenth Annual Railroadiana/Model Train Sale and Trade Show. Over 300 tables. Jaconsivile's Prime Osborn Convention Center, 1000 West Water Stree. 9:00 A.M - 4:00 P.M. Admission $3.00, tables $30.00. Information LSSAE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 393

BOOKS & PUBLICATIONS

THE ORIGINAL RAILFAN TIMETABLE: Each edition contains all the information you rely on when trackside. These are not reproductions of employee timetables, every frequency, milepost, station, talking detector, helper district is carefully researched. Includes passenger supplement and much more. Four regional editions: Pacific Northwest (OR/WA) $13.25, California $13.50, Southeast (AZ/NM) $9.00 postpaid. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. 293

RAILFAN & RAILROAD, 1981-May 1992. Nearly complete. Make offer. Ray Fritsch, 1101 Franklin, Normal, IL 61761. 293

THE QUANAH ROUTE: A history of the Quanah, Acme & Pacific Railway traces the history of this short line railroad in northwest Texas through the changing times of the twentieth centruy. Clothbound, 226 pages, 125 illustrations, $45.00 postpaid. Winchester Publications, 486 Oak Way, Room 106, Lawrenceville, GA 30245. 293

THE HUDSONS ARE BACK! "North American Hudsons," by Lloyd Stagner. Third edition. History of the 4-6-4 locomotive featuring chapters on each railroad which operated Hudsons. Softbound book includes 108 pages of photos and text. $27.45 with shipping from South Platte Press, Box 163, David City, NE 68632. 293

NEW C&NW BOOK. "The High, Dry and Dusty," by Rick Mills and Jim Reisdorff. Memories of the Cowboy Line which operated across portions of Nebraska, Wyoming and South Dakota. Hardbound book includes 168 pages and over 200 photos covering the final years of C&NW western lines. $47.95 with shipping from South Platte Press, Box 163, David City, NE 68632. 293

RAILROAD WITH 3 GAUGES - Most detailed of any railroad history. Cincinnati, Georgetown and Portsmouth. 580 pages, half price $14.00 pp. Life Along The Trolley Line, human interest news articles from the 1900's when everyone rode the trolleys. 300 pages, half price $13.00 pp. Notecards half price, 21 steam $3.00, 21 IRR $3.00, C&LE $2.50, 16 CSR $2.50, 12 CN&C $2.00. David McNeil, 29 Clark Ave., Cincinnati, OH 45215. 393

THE TUCKERTON RAILROAD is back in print as a Revised Second Edition. 266 page 6"x9" size, profusely illustrated hardcover book has all features of original 1974 volume. Extols the former "bridge" railroad connecting Pennsy lines in west Jersey with Long Beach Island. Lots of local and historic color. Orders taken at $26.00 plus $2.50 packing and postage from author and publisher John Brinckman, 404 Lanny Drive, Winchester, VA 22601. 393

RAILFAN VOL. 1 thru 7 complete (missing May 87). The first 15 years of magazines, $300.00. R. Schleicher, 501 Emery St., Longmont, CO 80501. 293

RAILROAD ADVERTISER - Buy/sell/trade/wants. Individual to individual. $9.00/year includes 3 1"x5" ads. Additional ads 80 cents per inch. Sample SSAE to: Advertiser, 6010 NY79E, Chenfks, NY 13746-9712. 1193

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RARE 1902 RAND MCNALLY official railroad map of U.W. with pictures of Presidents. Approximate size is 4 feet x 5 feet. Make offer! Jack Deters, 4955 N. Teddy Roosevelt Rd., Kingman, AZ 86401. 293

MISCELLANEOUS

UNIVERSITY OF RAILROAD →graduate diplomas, $5.00; T-shirts $9.00, sweatshirts $17.95, all sizes children and adult, (XXL/XXXL add $2.50) plus $2.00 shipping. Box 10, Russell, KY 41169. 493

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LOCOMOTIVE ROSTERS & COMPUTER DATABASES. Current SP, SF, UP or BN rosters with up to 16 bits of information on each locomotive. Also available in IBM compatible computer databases (specify diskette size). $10.00 each postpaid. SSAE for details. Slates Products, PO Box 4375R, Walnut Creek, CA 94596. 293

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FLASHBULBS! Screw base #0 bulbs, .80 each/60 pieces for $36.00. Bayonet bulbs #25/26 $6.00/12, 12 boxes equal $60.00. Shipping additional. Millburn Camera, 201-379-1313. VISA/MC/AE. 1093

PHOTOFINISHING

B&W LAB offering extensive, personalized services at discount rates. Dutchess Photo Printers, Box 1041, Millbrook, NY 12545. 914-677-9295. 293

road with schooling and experience in the culinary arts. In 1991 the company began sending these men and women to advanced courses at the famed Culinary Institute of America in Hyde Park, New York. It also launched a series of highly competitive annual cook-offs, judged by the Institute, to name a Chef and Food Specialist of the Year. The winning creations must be made impromptu from items found on Amtrak's Commissary Requisition. *Coast Starlight* Chef Jerome White's Grilled Salmon Filets in Dora Sauce (a light cucumber sauce) and *Broadway Limited* Food Specialist Gerald Nocentino's Chicken in Burgundy Creole Sauce won 1992's honors.

So don't be fooled by the uniform appearance of the system-wide menu. Behind such vaguely-worded dinner selections as "the day's chicken," "seafood selection," "our chef's special" and even "other fare" lurks an impressive array of unique, delicious, appropriately-seasoned, cooked-to-order, pleasingly presented meals.

Upon this scene comes the passenger. Here the railroad faces unique problems. First among them is that, unlike restaurants, which attract, hold as regulars and thus can anticipate the needs of a predictable clientele (families with children are common to McDonalds, tycoons to Delmonico's), a dining car must draw from a diverse and constantly changing list of passengers; must welcome, make feel at home and feed the cowboy and the company president, the coquette and the curmudgeon. Such diversity may explain why comments from travelers on their Amtrak dining experience are so varied. There is no common denominator of expectation to measure satisfaction.

Further, patrons must be made to feel wel-

next in month RAILFAN & RAILROAD

• A WESTERNER LOOKS AT THE EAST: Utah railroader and railfan photographer Doug Harrop returned to the Northeast for the first time in 30 years to catch CP Rail Alcos and action on Conrail and CSX and a lot more in between.

MARCH 1993 ISSUE ON SALE FEBRUARY 1

RAILFAN WILL do B/W developing and printing to 8x10. Satisfaction guaranteed. Custom lab work at commercial lab prices. LSR Photography, suite 1909-190 Cherryhill Circle, London, Canada, N6H 3Z9. 519-672-0074. 293

RAILROAD ART

RAIL HISTORY PRINTS will trade for other railroad prints. 14611 Jefferson St., Omaha, NE 68137. 402-895-5482. 293

UNIQUELY framed First Day Covers. Classic locomotives, Casey Jones, cabooses. Catalog $1.00 (refundable). Millionaires Press, 7925 Silverton, Suite 514, San Diego, CA 92126. 293

TED ROSE WATERCOLORS - Commission painting on subjects of your choice. Recent works available for purchase. Contact: Ted Rose, PO Box 266, Santa Fe, NM 87504. 505-983-9481. 1093

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NEW ENGLAND RAILROAD CALENDAR for 1993 featuring 14 (8x10) prize-winning photos on heavy stock, ❶$6 postpaid: Mystic Valley Railway Society, PO Box 486, Hyde Park, MA 02136-0486. Allow 2-4 weeks for delivery. 293

B&O COLOR CALENDAR FOR 1993. Fourteen color photographs. Space for daily notations. $7.50 each plus $1.50 postage. MD residents add 5% tax. B&O Historical Society, PO Box 13578, Baltimore, MD 21203-3578. 293

RAILROADIANA

CHINA COLLECTORS: A limited edisiton of 500 Union Pacific Christmas plates featuring the Green River Challenger picture by John Bromley, will be available in late November. $45.00 plus $3.00 shipping. Rail History Prints, 14611 Jefferson St., Omaha, NE 68137. 402-895-5482. 293

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DINING CAR CHINA, glasses, silver, cloth. Annual reports, timetables, rules, menus, magazines, Pullman items. 52¢ stamps on SSAE brings you big list! James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 293

THE MAIN LINE JOURNAL, bimonthly ad paper for Railroad collectors. Single issue $3.00. Includes 25 word ad free, additional words 20 cents each. Box 121, Dept. R, Streamwood, IL 60107. 293

GYRALITE, oscillating headlights, wig wag, signs, lanters, papr. SSAE to: TS, PO Box 802354, Santa Clorita, CA 91350. 293

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PHOTOS & SLIDES - This is our fourth catalog of slides and color prints of more than 1,500 views of all major railroads, Short Line, Industrials, freight cars, piggy-back trailors and maintenance of way equipment. Send $3.50 ($5.50 overseas) for our 28 page catalog and one 3" x 5" photo. Rail Photos Unlimited, PO Box 2306, Joliet, IL 60434. 2TF

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BLEDSOE RAIL SLIDES is still in business selling high quality 35mm slide sets and railroad poster prints. 35mm slide sample and product catalog are free. PO Box 377RF, Crowley, TX 76036-0377. 493

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DUPLICATE COLOR SLIDES; Conrail, CSX, Norfolk Southern, Penn Central, Soo, Shortlines, others. List and 2 samples $2.00. Vernon Ryder, Jr., PO Box 92, Portsmouth, VA 23705. 593

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HELP! I've fallen between tracks and I can't get up! Oh no, a train is coming! See what happens next in "San Jose Coast Daylight", 2472 & 4449 doubleheader steam action video, 90 minutes, $29.95. Send check or MO to: OM&C Video, 11673 Bryant Rd., El Monte, CA 91732. 593

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MARYLAND & PENNSYLVANIA RAILROAD - want anything! Charles Gelman, 1524C Forest Lakes Circle, West Palm Beach, FL 33406. 293

WANTED: Books, magazines, catalogs, timetables, railroad paper HO, N, Z items. Stephans, 6010 NY79E, Chenfks, NY 13746-9712. 607-648-8578. 1193

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come, yet not be encouraged to linger over a meal and the accompanying scenery; after all, there may be 600 passengers to feed in a three- to four-hour span (three times a day, mind you). Crews cannot change in shifts, resulting in some very long hours in the kitchen. And planning errors can't be corrected enroute; the steward is to neither overestimate (unused revenue goods on hand at the end of a run are disposed of) nor run short (there's no corner grocery to run to during the dinner hour).

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IF YOU HAVE news or views regarding some aspect of trains and food, please send it to Jim Porterfield; 763 Cricklewood Drive; State College, PA 16803.

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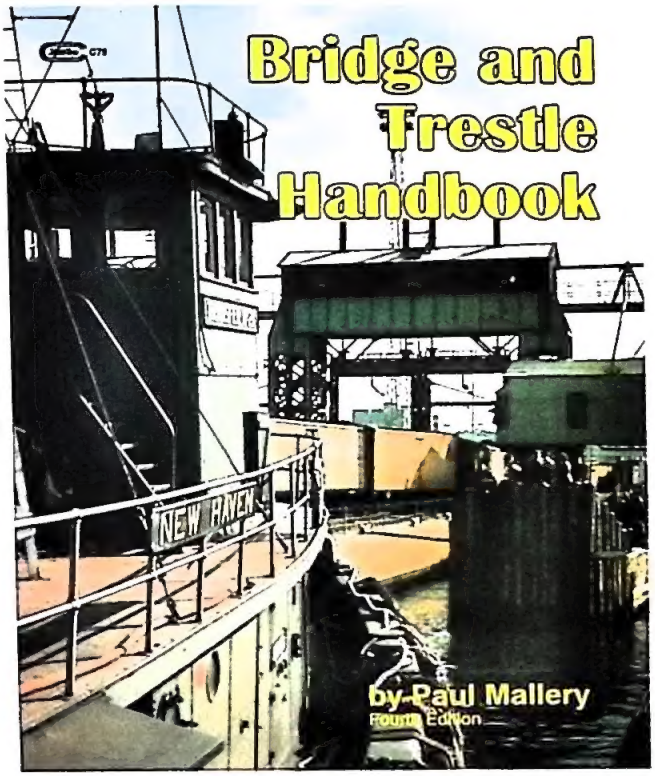

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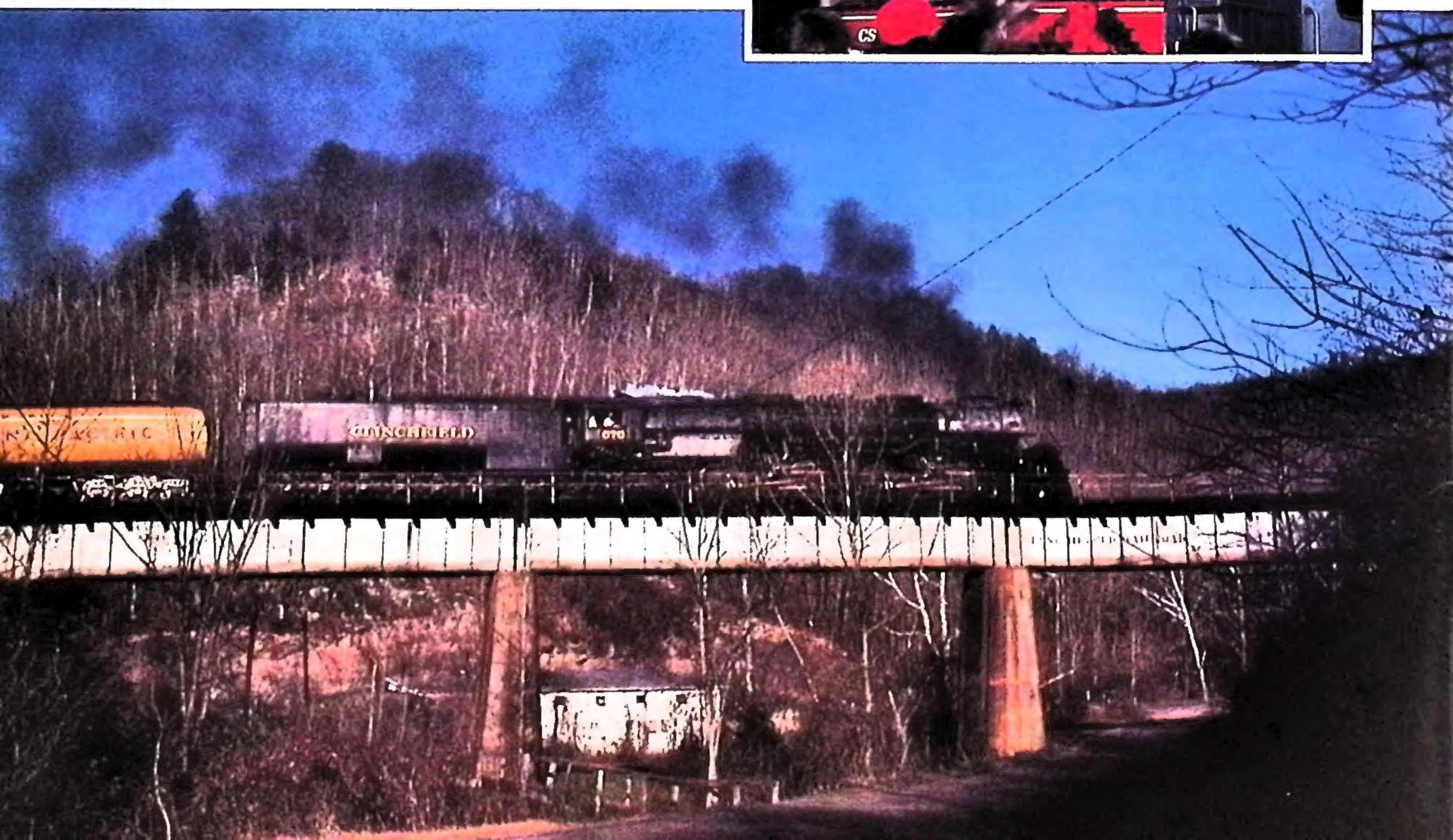
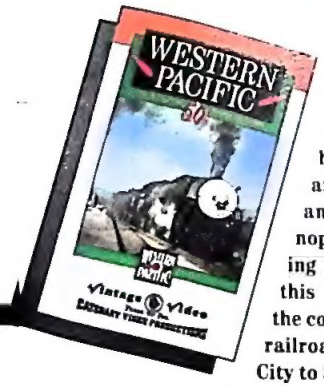
KODACHROME MIKE DEL VECCHIO

THE CLINCHFIELD CHALLENGER made its way south from Huntington, W.Va., on Thursday, November 19, with an equipment move to Kingsport, Tennessee. On Clinchfield "home" rails, it burst into the sunshine (**above**) at Clinchco and rolled over a trestle near McClure (**below**). Spreading gifts and cheer from the platform of CSX business car *West Virginia* on Saturday's *Santa Claus Special* along with Santa were TV personality Joe Garagiola (**right**, center) and CSX Executive VP Operations Jerry Davis (maroon sweater).

KODACHROME JIM BOYD





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